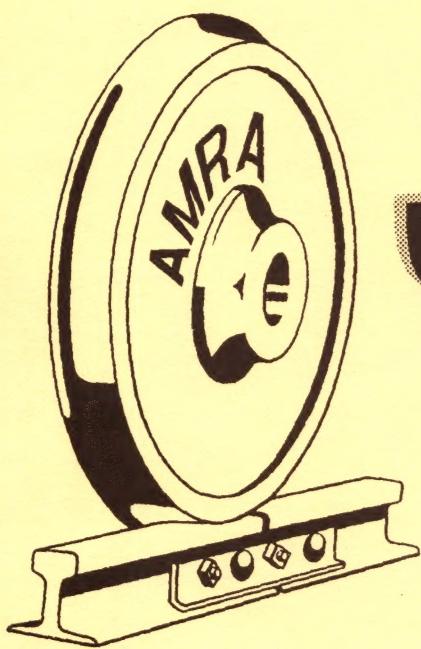


Australian Model Railway Association

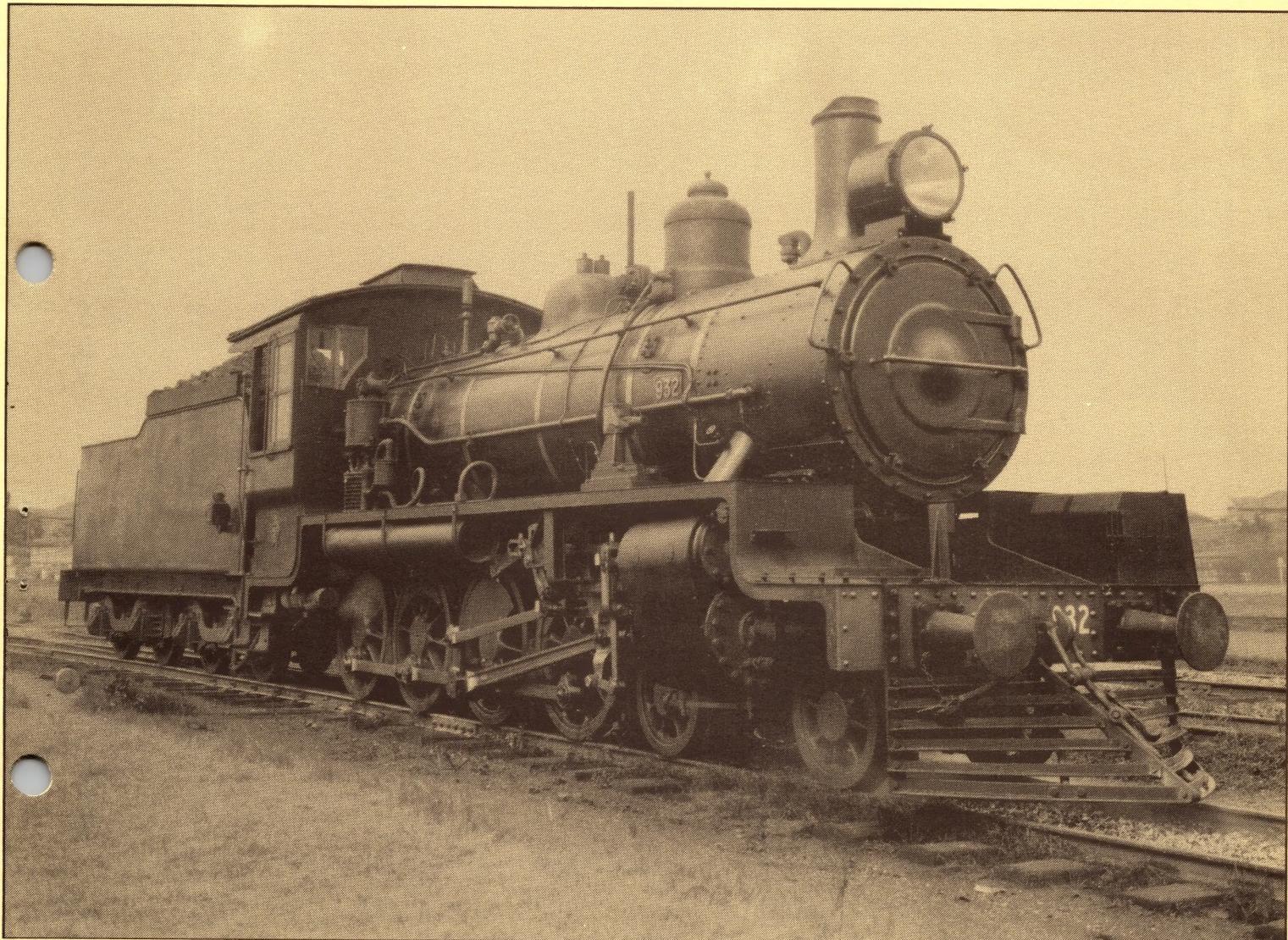


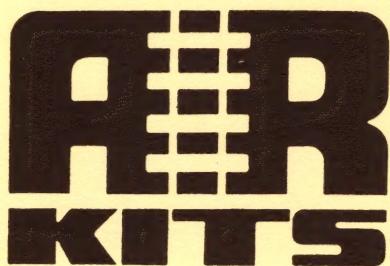
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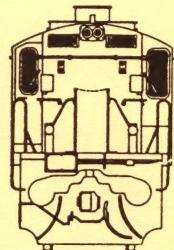
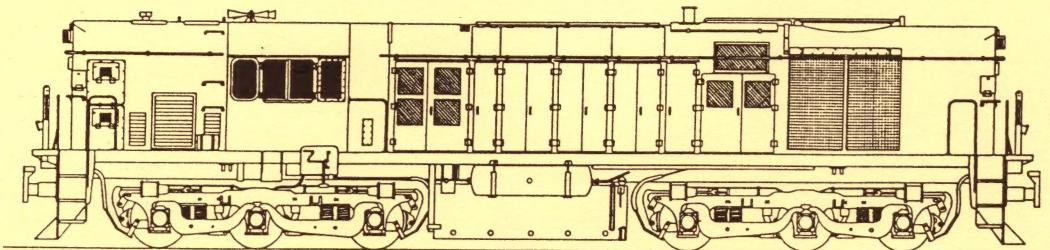
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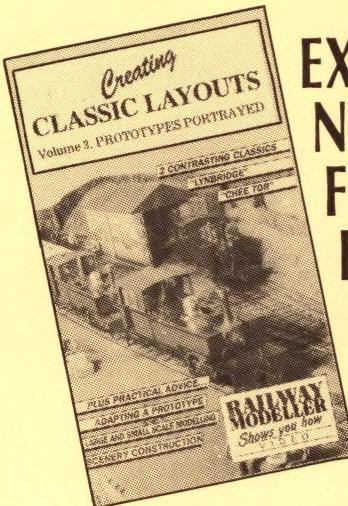
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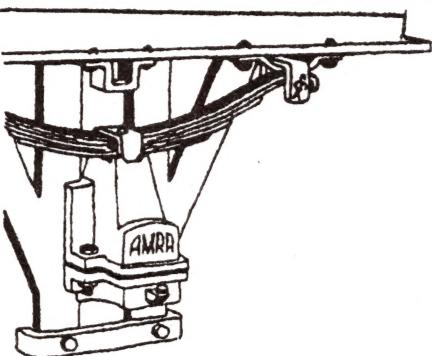
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JOURNAL BOX...

From the Managing Editor

This issue has a slightly new look. Any brickbats or bouquets may be submitted through "The Popvalve".

This is a question for you historians out there. While I was editing the scanned images of one of the articles, I was a bit intrigued as to whether 'O' scale is really 'Oh' or zero scale. I know it is pronounced Oh, but if it was derived from 1 scale, is it then a numeric? If so, is HO really half zero, because how can you halve an alphabetic character?

Why I am asking this question is that when scanning articles, the O is sometimes read as zero, and at others it is read as the alphabetic O!

Back to more serious matters, we are still working on ways to improve the quality of "Journal". You may notice that this is printed in a different type font. I am still experimenting as I have not had time to fully learn all the new features of the new software, and I simply have not had any time at all to do any modelling, a most distressing problem!

By the way, if anyone out there is a graphics artist or has similar skills, and you would like to suggest a new format for Journal, I would certainly welcome your ideas. Just because we have done something one way for the last umpteen years does not mean we have to keep it that way. That way, there is no progress, whether it is for "Journal", or in modelling in general

Roger Lloyd

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Editorial Deadlines

The deadlines for the next issue will be 15th October for hand written articles, 25th October for neatly typed articles and State News, 31st October for articles on floppy disk (IBM format either 3½ or 5¼) and 14th November for addresses and envelopes. Collating and posting is expected on 15th November.

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On the Cover

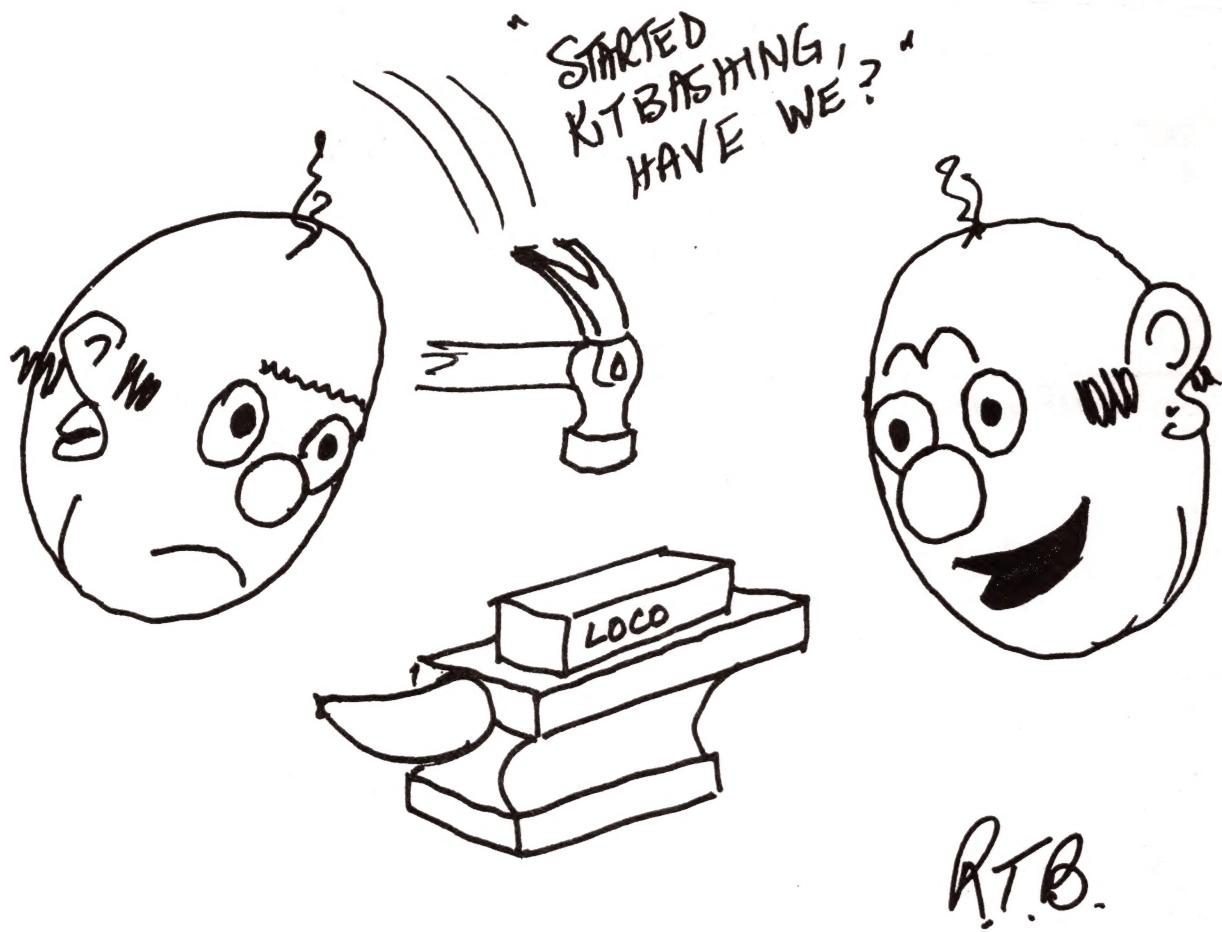
One of the most common steam locomotives on the Queensland Railways was the C17 class 4-8-0 locomotives, these performed all duties during their lives from shunting to goods trains, suburban trains to air-conditioned expresses.

This photo by QR shows a new C17 No 932 at the Mayne railway yards. This loco was built by Clyde Engineering in New South Wales. It is a close relative to No 934, still in operation on the Lithgow Zig Zag in the Blue Mountains, west of Sydney, New South Wales. The QR also maintains a C17 No 974 for historical purposes.

Models of the C17 are common, members of the Queensland Branch have built these locos in TTn3½ (9mm gauge), HOn3½ (12mm gauge) and Sn3½ (16.5mm gauge). The Turntable Hobby shop recently organised a run of HO C17 locos, mostly in 12mm gauge, with a few in 10.5 and 16.5mm gauges. At the QSMEE Model Engineering Society at Warner (Strathpine), Brisbane, a member has made a 7½" gauge C17, while an earlier 4-8-0, the C16, is under construction along with a proposed updated C17, a 2-8-2 CC17.

Photo by QR

Text by Steve Malone



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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

More Experiences with Transistor Controllers

The Electric Locomotive Controller Part 1

by Steve Malone

The introduction of electric locomotives on the Queensland Railways was of great interest to Q.R. modelers here in Queensland. Tony Weber was most interested in building a replica of an electric loco control stand as a special project in Transistor controller design and construction.

Drawings of the controls became available and design of a suitable replica for our purposes commenced. Fig 1 shows the general arrangement of the loco cabin and controls. Fig 2 shows the front control panel. Using old scrap Sub Station equipment parts we were to simulate most of these items. Fig 3 shows the air brake controls, these were also simply built up from odds and sods, and are simple various resistors which are selected and discharge the inertia capacitor faster to simulate a brake function. Fig 4 shows the power/brake and direction controller, a new and most interesting item. Copying this new style of locomotive joystick to suit our needs took some working out.

It appears many new types of Diesel Electric locomotives from the U.S. also have this new type of control desk, instead of the old control stands. These newer styles of joystick? power/dynamic brake controllers and new styles of brake levers seem all the rage. We've found this type used in model railway application is very pleasing and easy to operate. In Part 2 of this article we discuss the circuit wiring and how the power/brake handle was made.

Fig 5 shows the model controller. Fig 6 shows the horn control.

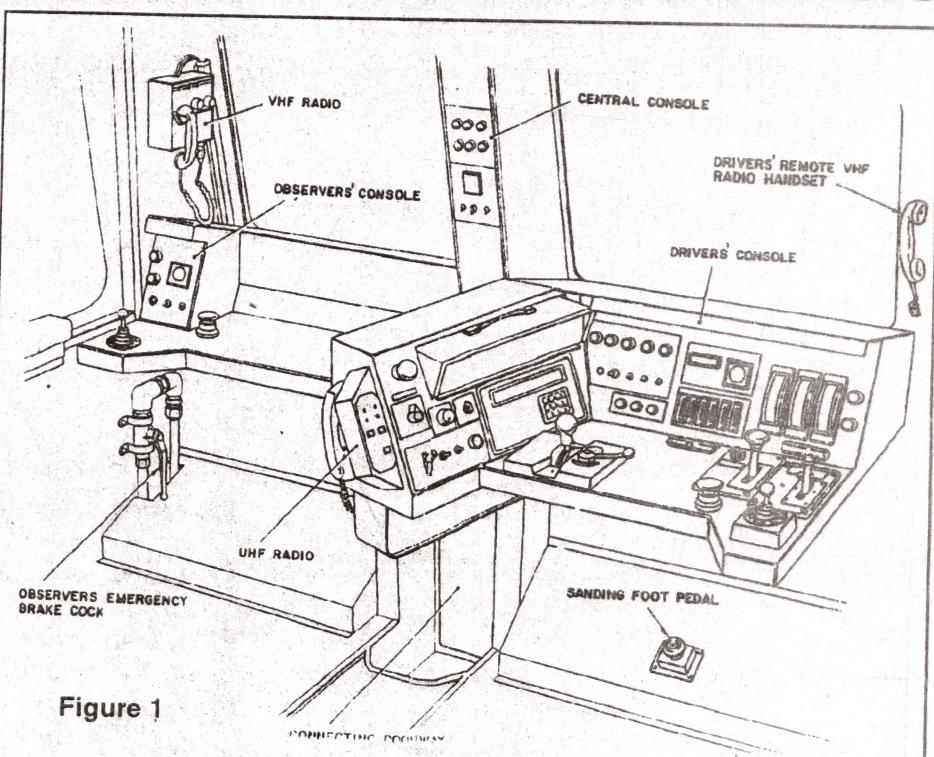


Figure 1

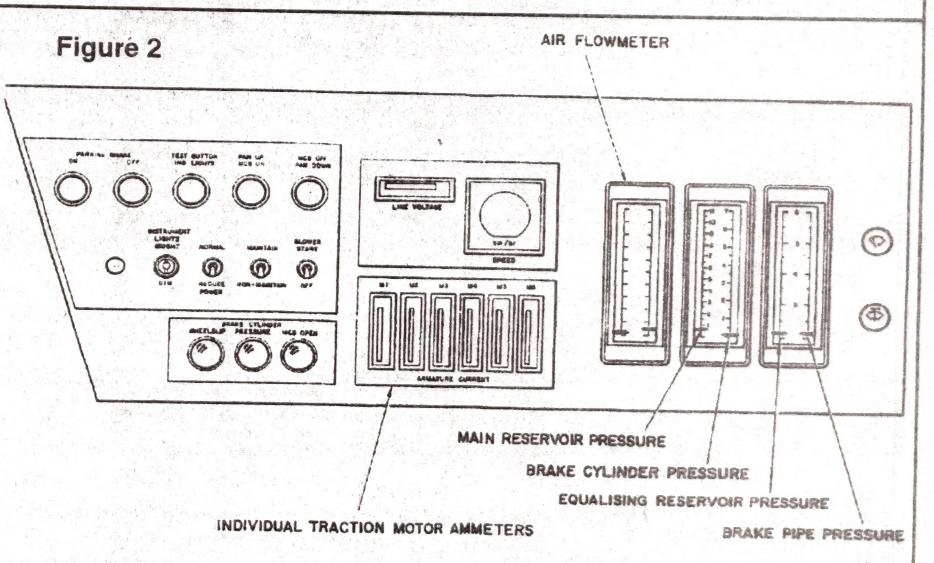


Figure 2

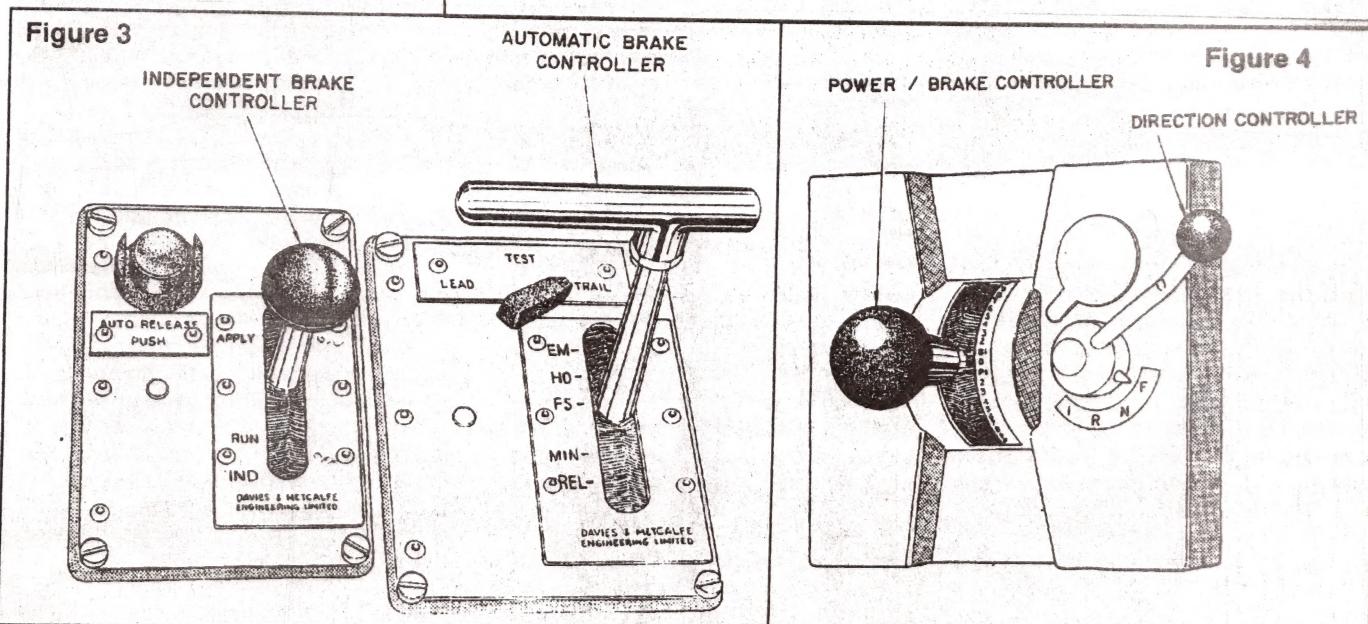


Figure 5

1	Pantograph up/down buttons	2	Park brake on/off buttons
3	Min volts, inertia adjust	4	Inertia on/off high/low
5	Power/d. brake	6	Alarm lights
7	Output ammeter	8	Output volts
9	brake application	10	brake (air) levers

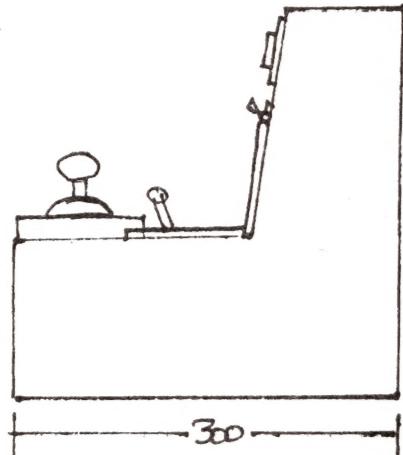
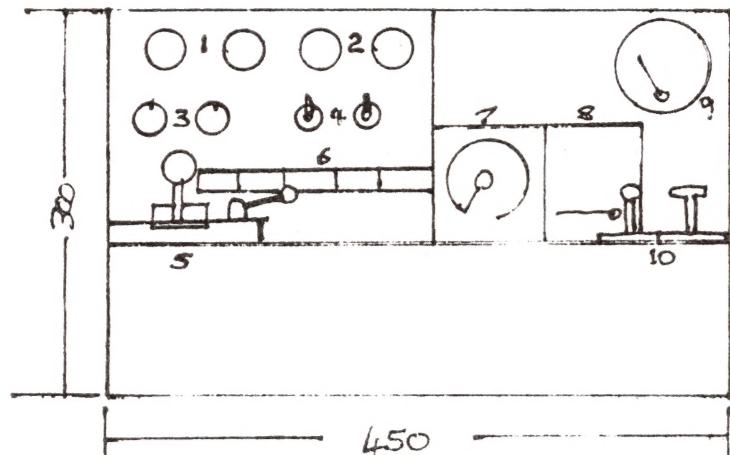
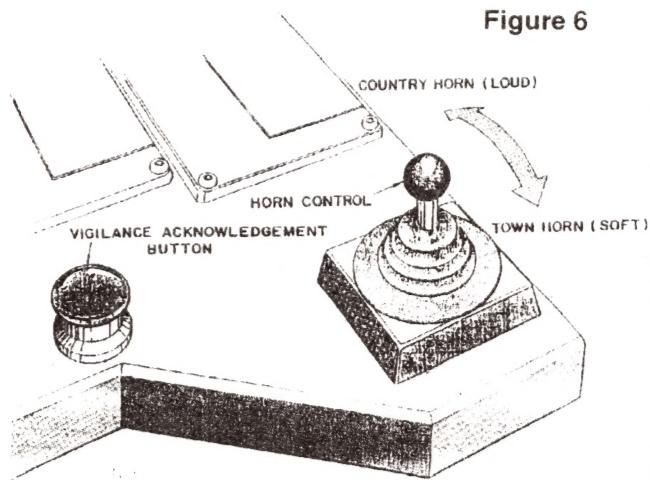


Figure 6



For Sale

Partly built 5" gauge NSW Z12 locomotive

Consisting of full set of plans, castings, body material, chassis, copper for boiler, bolts and tap and a lot of extras

\$425.00

Contact Arthur Harris
02 525 8987 after 5pm

It Occurs to Me

by Leggy Mac

We recently held our annual exhibition, a most interesting and energetic three days. It was when we presented our hobby to the world in general, including the poor unfortunates who know very little about the subject. They come along, in many cases, because they have been brought by someone that does know a bit. As well as these unfortunates we have on the other hand, some who pride themselves on knowing a great deal.

Some of these think they know so much that they have the right to pass criticism of a somewhat hard nature, finding fault with a lot of the items on display. Now, criticism is not entirely bad. Constructive comment, offered quietly, to the owner/builder of the item, can be very useful. Given in the right spirit of friendliness and assistance, the receiver's performance in construction can be improved. Harsh comment, however, spoken in a loud voice

can easily mar the occasion for the exhibitor, and can cause him some embarrassment in front of his friends and some visitors. For the uninitiated visitor the effect can be just as bad. A very newcomer to the hobby can be looking at the model in question and thinking that he would like to be able to make stuff as good as that. A spiteful, detracting remark can cause the learner to think that there is no hope for him if there is that much wrong with what he has seen. We lose a prospective happy modeller, his confidence destroyed. The individual whose work has been denigrated thinks: 'after all the care and trouble I took over that, it is still considered rough. I'm finished'. Then an established modeller gives it away.

Sometimes a similar thing happens in competitions. I have always thought that competitions are to stimulate the performance of the "also-rans". The good

points of the winning entries should be commented on, not so much the poor points of the losers. Should one of our know-all friends have anything to do with competition judging it would be easy to understand what I mean from their remarks afterward.

They enjoy picking at anything that has less than the perfection which they claim to be their standard. The thing is - can or do any of them show any of their own efforts? I do not think, very often, if at all? It comes down to the old saying - those that can, do and those that cannot, talk about it.

In our hobby there is rarely any selfishness. Those that have genuine talent and know-how are invariably found to be helping along some of those that know less. The rivet counting know-alls do not help in that way. They do not really belong in the hobby. Tell them straight out. Funnily enough, they do not like criticism!

Dock Shunter Conversion

When I started in model railways I had a variety of HO & OO scale equipment. Recently we decided to concentrate on HO American and O scale cane trains. (0-16.5)

One of the locos left over was a red Tri-Ang dock shunter and we wondered what we can make out of this? We decided to convert this loco to a 4 wheel diesel cane train loco following ideas from early cane diesels imported from England.

Some drawings were made and we started with modifications to the mechanism. This involved removing the wheel sets and modifying the back to back measurement to meet the

by Michael Bertucci

AMRA gauge, and improve the locos running through the points.

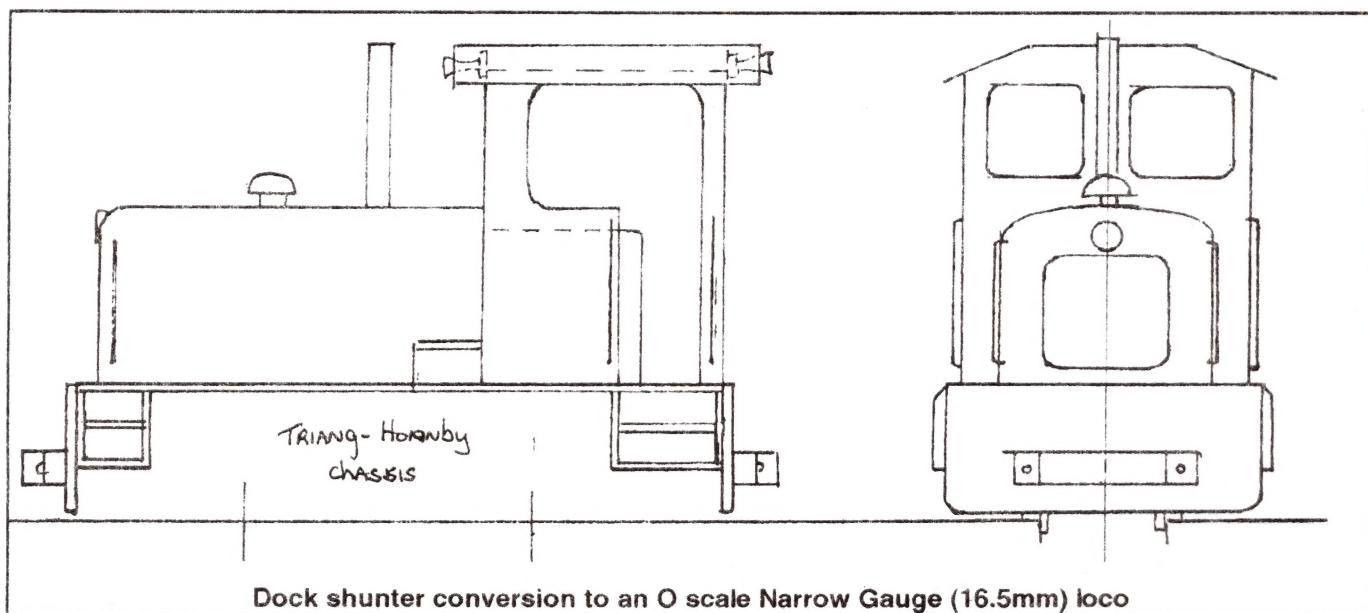
The Tri-Ang body had the cab completely removed and a new 1mm styrene floor installed, new cab sides were made and fitted, these also from 1mm styrene. To cover the motor in the cab a simple control desk from 1mm styrene was built up. Dummy control levers were fitted to this. To finish the cab, a $\frac{1}{2}$ mm styrene roof was cut, folded and glued on.

New buffer beams from 1 $\frac{1}{2}$ mm styrene were glued on. Other detail

parts like hooters, air filter, hand rails and steps were made and fitted. To hide the body fixing screw the exhaust pipe was soldered onto the screw, now one doesn't need a screw driver to remove the body.

The model was painted with Floquil Signal Red, with yellow buffer beams and a grey cab roof. The loco performs good, as long as you keep the wheels clean etc.

I was pleased to be able to finish the model in time for the AMRA Queensland Branch 1993 exhibition. The loco was used on the O scale narrow gauge modelling groups large exhibition layout.



The Railway Pass

When my father came home from the First World War he tried farming but later joined the railways in Victoria. His father-in-law had been head ganger at Frankston but Dad went into the electrical side and worked his way up until he became a Power Operations Engineer.

It was shift work so he had limited opportunities for social life. Actually, so did I. From a very early age I was not allowed to make a noise because Dad was sleeping. But there were advantages, we could go out when everyone else was working.

The greatest advantage was the Pass which we could use on holidays. This meant free travel in Victoria and concessions elsewhere. I got to see much of Victoria despite the depression and the Second World War. I can remember my parents agonizing over finding money for board in Mornington but they scraped it up and we went, twenty miles by train, for a week's holiday. I made the Pass work overtime because I contracted pneumo-

nia and the doctor recommended a warm climate. I was five. A family on a vineyard at Mildura were willing to take me. Off we all went on the Pass. I stayed there for the cold months of 1939 and my mother occasionally visited me. Finally, as the Germans advanced through Poland, I was put in a sleeping berth to come home by myself. The event was memorable in that when I arrived at Spencer Street Station, it was deserted except for my parents, and Australia was at war.

That Summer we used the Pass to travel to Western Australia. There were some outstanding features to the trip. The prickly, red, plush seats on the train from Port Pirie to Port Augusta were disgusting. On Kalgoorlie Station there was a great, naked heap of gold nuggets. They were guarded by a solitary policeman, his hands in his pockets and not a gun in sight. We passed through Coolgardie, a ghost town of rattling tin.

My uncle met us and visitors from the East were so important that our

by Margaret Dewar

names were in the paper the next day.

We were to stay three weeks but things didn't turn out that way. The holiday was spent surfing and fighting bush fires. When it was time to leave we couldn't. Unfortunately it had rained and the Nullabor was flooded. No trains could get through. Ten days later we got the first train across. It squelched ever so slowly over the desert. We could feel the wheels rising up and sinking down and we could see the rails quaking. It also ran out of food.

That was really the beginning of my train travel. When I was nine I was entrusted with the Pass for the first time. One aunt and uncle were Western District farmers and, yearly, I was put on the train with the Pass, and a stamped addressed envelope, pinned in my pocket. I had to post it back to my parents before I left the station. It was a big worry but as I got older I appreciated the freedom the Pass gave me. When I was too old to be included I didn't really want to be growing up.

Thank you railways!

Solution of a Storage Problem

Hands up model railway owners who keep all their wiring under the layout? Just about everyone. No problems.

Now, hands up again all of you who use the underside of the layout for storage? Just about everyone again. Problems!

How do you get access to the underside to maintain or change point motors, other mechanisms and to wiring? With difficulty, of course.

When you are one of about six members of a club with about 70 members whose main responsibilities are under the layout, then this problem has to be solved.

The solution we used at the Melbourne Model Railway Society (MMRS) layout may also be of assistance to you. The space is too valuable to waste, so a compromise had to be the answer.

The compromise we hit on was mobile platforms, or PALLETS as industry would call them. You can stack all that stuff under the layout on pallets instead of on the floor - tins of paints - bags of plaster - coils of cable and chicken wire - boxes of relays, etc. etc.

Then what? Do we use a forklift when we want to move them out of the way? Believe it or not, the answer is YES!

More of that later. Let's first describe the pallets.

THE PALLETS

I won't be precise about measurements because they will depend partly on:-

a) the dimensions of the free space under your layout, and

b) scrap timber which is available.

We have about 8-10 of these pallets at the MMRS and, looking back, I don't remember purchasing any timber. It was either leftovers from the layout construction or brought in by members. I will, however, indicate the critical dimensions.

The frame can be made from any timber, from 4" x 2" (100 x 50 mm) to 3" x 1" (75 x 25). You will need

by Allan Dowell

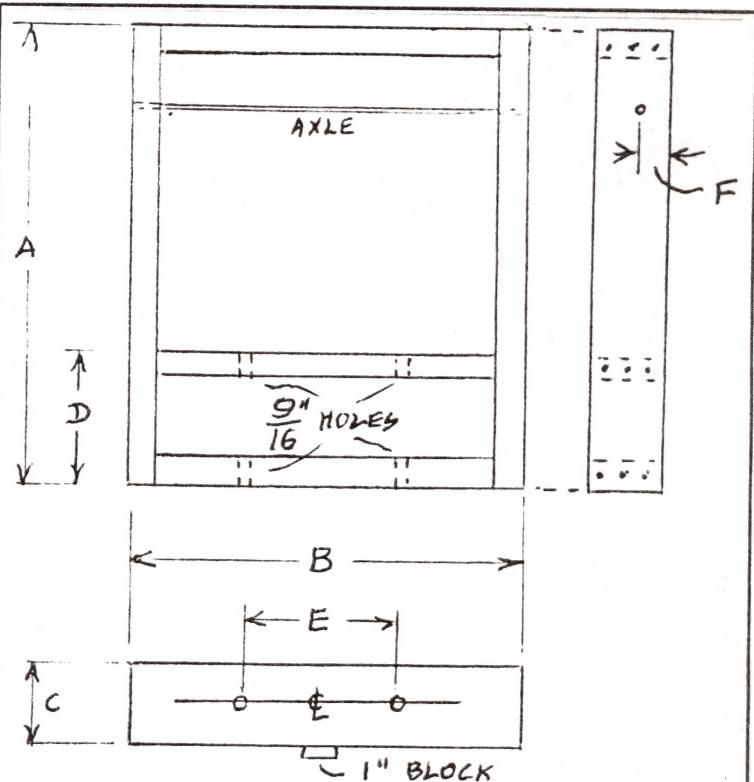


Figure 1 Frame

5 pieces; 4 for the outside frame, and one for a crossmember, which is associated with the "forklift".

I have used letters where the dimensions will vary to suit (a) and (b) above, and actual dimensions where they are critical.

Glue and nail a 1" (25 mm) thick block under the centre of the front member. This keeps the pallet about level and gives 3 point suspension to it.

The most difficult timber to get (or buy) is the top, which can be

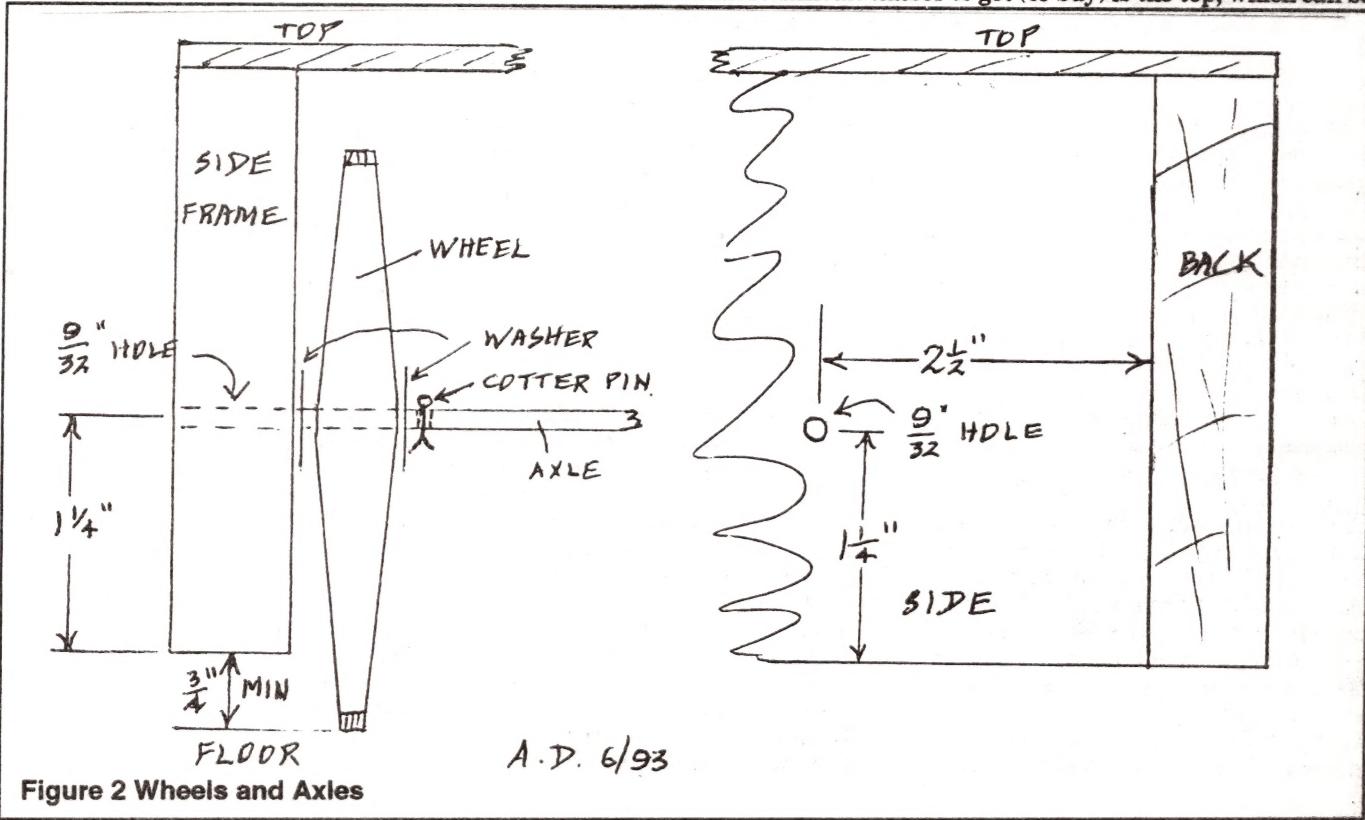


Figure 2 Wheels and Axles

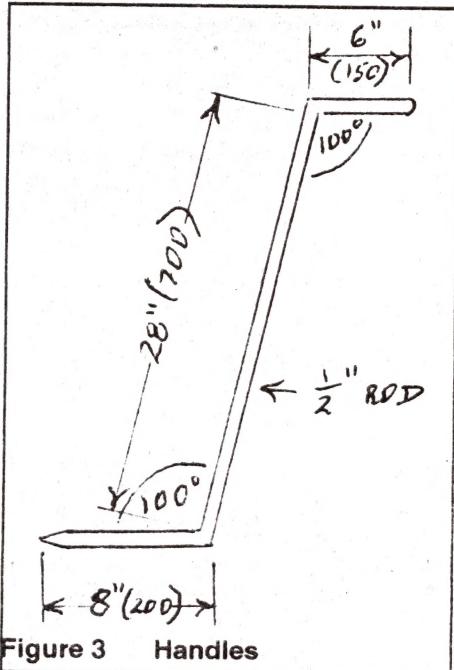


Figure 3 Handles

any sheet at least $\frac{1}{2}$ " (12 mm) thick -
ply, chipboard or tongue and grooved.
Scrap available may well influence the
size of pallet you decide on.

It can be made up from two pieces
of scrap, cleated underneath if necessary,
to keep the top in line.

Ideally, you would decide on dimensions as follows:

A = the depth of the space available (to the wall?).

B = the width available between the layout supports (legs), divided by the number of pallets in that space.

For example, if this is 6' (1800

mm) then fit 3 pallets. (Leave a couple of inches (50 mm) spare between pallets, and between pallets and legs).

Maximum pallet width would be about 30" (750 mm).

C = width of framing material available - 3" (75 mm) to 4" (100 mm).

D = 6" (150 mm)

E = 15" (380 mm). Your holes are 9/26" (14 mm) diameter.

F = 1/4" (30 mm).

The frame is assembled using 3" (75 mm) nails and glue. (Pre-drill the holes to avoid splitting the timber). The top can be attached with 1"-1 1/2" (50 - 75 mm) nails.

The details of the wheels area are shown in Figure 2. The wheels are plastic, and are available for about \$1-2 each from chain stores and hardware stores. The axle is a piece of 1/4" (6 mm) bright steel rod.

Now you may think that 4" plastic wheels and 1/4" axle are a bit light on for heavy weights, but I can assure you that they are adequate due to the closeness of the wheels to the frame. The shearing strength is enormous. To test this, I wheeled around our heaviest member with no problems!!

You will need 4 x 1/4" washers and 2 cotter pins to complete the job.

WHEELS AND AXLE

The 1/4" axle simply pushes into 9/32" (7 mm) holes in the side frames. The length is B. Assemble the axle, wheels and washers in the frame. Push the wheels towards the frame. Mark the location of the two holes for the cotter pins. Allow about 1/16" (1 mm) each

side for free running clearance. Then dismantle, drill two holes in the axle to suit the cotter pins, and re-assemble.

THE "FORKLIFT"

Suitable handles attached to each pallet would be unsuitable for obvious reasons, so our "forklift" is simply two pieces of 1/2" (13 mm) bright steel rod, bent at the bottom to slide into the holes and at the top to create handles (See Figure 3). They should be tapered at the bottom end to allow them to find the back holes easily, and rounded at the top to take the rough edges off.

To move a pallet, you simply:

1. find the handles.
2. insert them into the holes in the frame.
3. bring the handle tops together (This creates a firm triangle).
4. hold the handles with one (or two) hands, lift and roll to a suitable location.

MATERIALS FOR

1. 5 scrap timber frame pieces from 4" x 2" (100 x 50 mm) to 3" x 1" (75 x 25 mm).
2. scrap plywood, chipboard, etc for top.
3. 18" x 3" (75 mm) nails.
4. 1" - 1 1/2" (25 - 38 mm) nails.
5. white glue.
6. 13 x 1/4" bright steel rods (axle).
7. 84" (2100 mm) x 1/2" bright steel rods (handles).
8. 4 x 1/4" washers.
9. 2 x 1/16" cotter pins.
10. 2 x 4" plastic wheels (some are 107 mm).

Developing an Operational Discipline

Discipline, training, especially training of the mind or character; the training effect of experience; a particular system of rules for conduct; a branch of instruction or education; to bring under control.

An attempt was made to formally prescribe to fellow modellers some tenets of personal modelling discipline in line with the definition above. The subject is too personal to bear being committed to print, as what is rigidly binding to one modeller may seem faintly ridiculous to another. However, perhaps it can be said that if one formulates a personal operating standard, it will enable one to progress along the modelling trail with a better comprehension of ones own expectations.

Some of the things which should be addressed are the subjects of finding and allocating time and money for modelling. If some plan is made in regard to these matters, if some simple system is developed and embarked upon, one can have a greater expectation of achieving results.

Craftsmanship is another discipline which can be developed and enhanced by perseverance. Obviously, it is best to do things to the highest

standards so the development of craftsmanship is a worthy goal.

Railway modelling can be a lifelong hobby and it is a tragedy if ones pursuit of a harmless hobby such as this should result in death or injury. Accordingly, it is behoven on all modellers to adopt and follow all the rules and guidelines for electrical, chemical and workshop safety which have been formulated.

If ever one gets the opportunity to visit a well maintained and completed train room, workshop or layout, observe how these things make a positive difference when put into practice.

Twenty Questions

1. What happened on 18-1-77?
2. What was special about Wagon-Lits car No. 2419?
3. When were the electric parcels vans introduced on Melbourne lines?
4. When were Melbourne electric trains officially inaugurated?
5. What do Victorian railwags d/e classes C,H,T,X & Y have in common?
6. Who built the F class d/e locos for Victorian railways?
7. Who built the prototypes of the Na class?
8. What were the class N & NA wagons of Q.G.R. principally used for?
9. Who built the present oldest working steam loco in Australia?
10. How many Fowler locomotives were built by Bundaberg Foundry?
11. What were the road numbers of the N.S.W. AD60 class?
12. Identify: 4 cyls 13 3/4 x 26 BP. 2001b sq. in. Coupled wheel 51" Grate 39 sq. ft. T.E. 32,771 lb Weight 137 tons Gauge 3' 6"
13. 65 sets of parts were made, but 8 sets were never assembled. Sets of parts of what?
14. What is this the recipe for: 54,160 tons steel, 740,000 tons granite, 48,000 cu/yds stone, 61,300 cu/yds concrete, 21,000 tons cement, 6 1/2 million rivets, opened in 1890?
15. What is the track gauge in Durban, S.A.?
16. What happened on 19-5-1869 at Promontory, Utah?
17. What sort of locomotive was Milwaukee's "Little Joe"?
18. What did Driver Duddington do in July 1938?
19. What did Quaker Edward Pease do for George Stephenson?
20. What was the number of the last steam loco built for B.R. and where and when was it built?

Timetable Documentation

By Greg Attrill

There are many and varied ways of operating a Model Railway from simple operating sequences to complex Timetables similar to that of the prototype. For those of us who choose Timetables we are faced with the daunting task of preparing and documenting them. The following method of timetable documentation has been in use on my GC & CD RAILWAY Company layout for over two years now and has significantly reduced the time required to prepare or alter existing timetables.

By using a Spreadsheet in a Computer (I use Lotus 123 for Windows) you can make preparation much easier as the Spreadsheet does all the hard work for you. In selecting a suitable Spreadsheet you must make sure that the one you choose is capable of doing calculations using TIME. i.e. Hours, Minutes & Seconds. Not all Spreadsheets on the market have this ability.

The Spreadsheet I use actually calculates time as a decimal part of 24 hours. e.g. 6:00 AM = 0.25 It can also be set for 12 Hour (AM / PM) or 24 Hour time. The following chart shows how time is related to the decimal code value.

Zero (0.0000) through 0.99999 Corresponds to 0 0 : 0 0 : 0 0 [12:00:00 PM] through 23:59:59 [11:59:59 PM]

Time	Decimal Code
12:00 AM	0.0000
3:00 AM	0.125
6:00 AM	0.25
9:00 AM	0.375
12:00 PM	0.5
3:00 PM	0.625
6:00 PM	0.75
9:00 PM	0.875

Minute	Decimal	Minute	Decimal
1	0.0007	2	0.0014
3	0.0021	4	0.0028
5	0.0035	10	0.007
15	0.0105	20	0.014
20	0.0175	30	0.021
35	0.0245	40	0.028
45	0.0315	50	0.035
55	0.0385	60	0.0416

The Timetable layout is up to the individual, I have tried several up to now but have settled on a layout similar to V/line as shown below in fig 1. The actual method I use is as follows :-

1. Type all labels across the top of the page

2. Type all the labels down the left hand side of the page

3. Format all the time cells to either 12 or 24 Hour time format. (I use 12 Hour time)

4. Enter the Decimal code in to the FIRST DEPARTURE CELL for train number 1. This is the only actual time you will enter in the entire timetable, all other time will be calculated by the spreadsheet by using the formulae you insert into the cells.

5. Enter the formula in the next cell you wish to display the arrival time at the next station. As you can see from fig.2. this then links this cell to the previous cell, now, follow on and complete the first train by linking each arrival and departure to the previous one.

Continued bottom next page

Completed Timetable Sample Fig.1

A	B	C	D
DOWN TRAINS			
1	1	2	3
2	D	A, B	D
3	Express	Passenger	Express
4	06:30 AM		08:15 AM
5	06:34 AM		08:19 AM
6			
7	06:39 AM		08:19 AM
8	06:42 AM		08:22 AM
9	06:45 AM		08:25 AM
10			
11	06:50 AM		08:25 AM
12	06:55 AM	07:15 AM	08:30 AM
13	07:02 AM	07:22 AM	08:35 AM
14			

Timetable Sample Showing ALL FORMULAE fig.2

A	B	C	D
DOWN TRAINS			
1	1	2	3
2	D	A, B	D
3	Passenger	Passenger	Express
4	0.271		+C12+0.0416
5	+B4+0.0028		+D4+0.0028
6			
7	+B5+0.0035		+D4+0.0028
8	+B7+0.0021		+D7+0.0021
9	+B8+0.0021		+D8+0.0021
10			
11	+B9+0.0035		+D8+0.0021
12	+B11+0.0035	+B4+0.0315	+D11+0.0035
13	+B12+0.0049	+C12+0.0049	+D12+0.0049
14			

Place Names on a Model Railway Layout

by Ted Ward

Interest can be added to any layout by the choice and actual use of interesting place-names. If an amusing or significant name is chosen, it should be used frequently in conversation when operating the layout in order to familiarise yourself and any other operator with the name and of course, its actual whereabouts.

Names can be derived from any source whatsoever. There is really nothing at all except common decency from excluding the use of any name whatsoever, and it can be very entertaining deciding on names for the layout.

Names can be chosen geographically and either logically or illogically. For example, one can pick a series of place names which actually do exist, and name the places on the layout in the precise order of the prototype. Alternatively, one can either place the names on the layout in differing order to that of reality or indeed, join by model rail places which do not have a rail connection. For example, it was once unrealistic to join Sydney and Melbourne by a common model gauge. That silly situation ended in 1962 when a diesel loco

comotive burst through a banner reading

"It's Thru" when at last the two metropolises (metropoli?) were joined by a common gauge. There will soon be a standard gauge between Melbourne and Adelaide, so another two Australian cities will be linked. Pursuing this logic, it is theoretically feasible to have towns such as Cairns and Kalgoorlie at opposite ends of the same train table. Why not? I say.

Names from Greek tragedy, the Bible, Shakespeare have all been included in the World's Atlas of Place Names, and indeed, the station index for any large railway system makes interesting reading. Aboriginal names and indeed, names from any language abound in Australia. Explorers, landowners, farmers, and soldiers, to name a few callings, have all left their mark on the railway map.

Punsters delight in formalising their wit and examples of dry humour can be found. Just before the two feet gauge track got to Irvinebank in 1907, progress was delayed for some time until the completion of the bridge over Gibb's Creek. A temporary goods shed was constructed to serve until the bridge was built. The line was 'all but'

completed, and so the temporary stop became ever known as 'All But', even after the line was completed.

Tasmania has its 'Dubbil Barril' and New South Wales and other states have too many examples of interesting names to list here. Developing an understanding of the psychology apparent in the choice of place-names is another interesting aspect of the great hobby of railway modelling.

The author has included a local Ipswich place name on his layout. There is a low lying swampy area through which runs the access line to Ipswich Railway Workshops. Some storage sidings are adjacent to the low area. This locale, together with said sidings is known as Frog's Hollow. It is interesting to hear the shunters on their radio refer to the area simply as 'the Hollow' when discussing any wagon movements in the area, sorry, the Hollow.

When embarking on the task of choosing place names, a post-code book, a railway encyclopedia, any list of names whatsoever can be the inspiration for your decisions. It may be wise to try and stick to short names. Unless you are Welsh and proud of it, avoid names like Llanfairpwllgwyngyll, which used to be a station in that fair land.

Continued from previous page

6. Now we are ready to insert train number two (2). The initial departure of this train is linked by formula to the departure cell of train number one (1) or previous train. (see Fig. 2)

7. Once you have several train movements listed you can copy the formulae from one group of cells to another thus saving considerable time and effort.

8. Continue on until you have completed all train movements.

For any alterations in the future, you just need to alter the existing formula in the cell where the problem is the balance of the train timings will automatically be recalculated in an instant thus saving you hours of effort to rework your entire timetable sheet(s). By studying the examples below you will be able to fully understand how to make up your own timetables.

For the final printout I print a specific copy for each station with all the relevant information for that station in normal bold typeface with all other stations in italics. This makes reading the sheet much easier whilst running trains. The sample in fig. 1 shows part of the sheet for Chrisford station on the GC & CD RAILWAY Company layout.

Some are brought up on skim milk.
Some are brought up on cream.
Some are brought up on nothing at all
BUT I was brought up on steam.

Heard on the ABC radio and immediately copied

Twenty Answers to Twenty Questions

1. The Granville Disaster.
2. W.W.I armistice was signed in it and W.W.II French surrender likewise.
3. 1921.
4. 28-5-1919.
5. All products of Clyde Engineering.
6. English Electric, U.K.
7. Baldwin.
8. Carriage of small animals, mainly sheep.
9. Neilsen, alasgow.
10. 8.
11. 6001 - 6042.
12. Q.G.R.Garrats.
13. A.S.G.s.
14. The Forth railway bridge.
15. 3'6"
16. Driving of the last spike of the Pacific Railroad.
17. O/h electric.
18. Drove "Mallard" to world steam speed record.
19. Arranged the finance for the first railway company, the Stockton and Darlington.
20. 92220 was built at Swindon and turned out in March, 1960.

Choosing Colours by Using Colour Cards

The colour cards obtainable at paint stores these days to show the vast range of colours available can be put to good use by modellers. For example, one card on hand is "British Paints Easy Colour Selector OLIVE TONES #31" and it shows ten related colours in the olive tone family. (Some of these particular colours are similar to colours used in modern army camouflage and indeed, one colour is named Puckapunyal, an Australian Army establishment in Victoria.)

The beauty of the cards is that they can be taken into the area where the layout or module is and the colours can be assessed in the actual light where the colours are to be used. When colours are seen in different light, they sometimes change noticeably in tone. This is a phenomena which is known as 'colour shift' and it can be sometimes disconcerting to find a colour doesn't "look the way it did in the shop". Choosing the colours right 'on site' is a step towards choosing the right colours.

Other paint companies offer colour cards too, so it may be wise to obtain colour cards for the brand you choose and evaluate them "on location".

EWHW

The Petrol Electric Rail Motor Car

Reprinted with grateful acknowledgement Diamond rails No 86
May/June '93

Some 60 years ago a Gas (Petrol) electric rail motor car was born. It was Chicago Great Western M300 from the St Louis Car Company. The story has often been told how the car brought success to its designer The Electro Motive Company. M300 became the first of 500 E.M.C. gas electric motor cars and the forerunner to the E.M.D. locomotives that spread dieselization world wide.

It might have bemused E.M.C. Founder Harold L. Hamilton to have known that 50 years later an almost identical motor car as his would be battling cross winds, handicapped with a 30 ton trailer. Whilst trying to run a service between cities of similar size and relative location as Houston and Calveston Texas.

In 1974 that was happening every day between Melbourne and Geelong on the V.R. (Victorian Railways) system.

Brill or E.M.C.?

Both Victorian Railways and South Australian Railways had Commissioners with connections in the United States Of America. S.A.R. Commissioner was Mr. W. Webb who arrived via U.S Railroad Administration and Missouri-Kansas Texas. V.R. had Commissioner Mr. Harold W. Clapp. Though of local birth he made a career in California crowning it with the office of a Vice President of Southern Pacific Railroad prior to returning home in 1920.

In 1924 S.A.R. tried the model 55 Brill with a 4 cylinder petrol motor but they proved unsuitable. However the model 75 Brill with the 6 cylinder motor tried in 1927 was quite acceptable.

One of the Brill 75 cars was purchased by the V.R. from the S.A.R. in 1928 for evaluation. In 1927 the V.R. purchased a 60 foot double ended rail motor from Electro Motive. This unit was a 220 H.P. combination baggage, passenger rail motor. This unit arrived in a knocked down condition and was assembled at the V.R. Newport Workshops during September 1927.

In June 1928 Brill No. 44RM and E.M.C. No.55RM were tested against each other on the flat Toolamba-Echuca- Deniliquin line.

Both cars had Winton petrol engines, Brill 190 H.P. and E.M.C. 220 H.P. The Brill Car weighed less than the E.M.C. but came with a 25 ton trailer. To compensate for this 55RM was given a makeshift trailer weighing 30 tons.

The E.M.C. had lower maintenance costs than the Brill but the latter had

the edge on speed. Overall the Brill cost 28 pence (23 cents), the E.M.C. cost was 36 pence (30 cents) per mile to operate.

The great advantage of the E.M.C. was the fact it was double ended with two driving cabs. No trouble was encountered with boiling radiators whilst running in either direction, particularly in 100 degree F heat which was common in their Northern Victorian habitat. Big fans and roof mounted radiators won the day. Bidirectional operation of the E.M.C.'s eliminated the need for additional investment in turntables and achieved valuable operating flexibility. However the Contest was not to be decided by such technical niceties, politics interfered.

Clapp came under criticism in Parliament for importing too much G.E. General Electric equipment for Melbourne's M.U. (Multiple Unit) Commuter fleet (the suburban electric system). He managed to use up some of this in 10 660 H.P. electric freight box cab locomotives (E Class No's 1102 - 1111) still in service until a few years ago.

E.M.C Finally Wins Out

In 1929 an order was placed with Electro Motive for a further 9 cars but with important provisos that they were to incorporate the spare G.E. motor trucks and control equipment, and with the exception of their Winton engines, they were to be manufactured at the V.R. workshops at Newport five E.M.C. designed trailer cars were built concurrently.

If the E.M.C.'s ended the V.R.'s search for a successful rail motor, they marked the start the start of the quest for an alternative to the steam locomotive.

In April 1928 one month after 55RM's debut the system's retiring Chief Mechanical Engineer was sent to America and Europe to investigate diesel electric locomotives of up to 800 H.P. Diesels were seen to be the possible answer to the growing competition from the buses particularly on mainline local services.

In the meantime the last of the 9 locally built E.M.C.'s was ordered as a 440 H.P. unit, the intention being to use it with 2 or 3 trailers on the busy Melbourne - Geelong line. The idea withered on the vine however as the depression dried up the flow of money, and 64RM was completed as a standard 220 H.P. unit.

The V.R. discovered that the E.M.C.'s could struggle along with 2 or 3 trailers provided that the passengers were not in a hurry to get to their destination.

The E.M.C.'s turned out to be an excellent choice in hindsight as they adaptable in traffic, robust in construc-

tion, easy to drive and more importantly were compatible with Melbourne's suburban electric trains.

This ensured a good spare parts supply along with mechanics familiar with their electrical intricacies. For 25 years before the diesel arrived the R.M.'s were maintained at the V.R.'s Jolimont workshops a specially built facility for the suburban commuter M.U. fleet.

Service and Modifications

The single exhaust pipe on the Winton Model 106A inline 7 1/4 X 8 inch 6 cylinder engine was prone to burning out, so at the suggestion of Laurie Bendle, Motorman in Charge of the E.M.C/Brill tests at Deniliquin, a local garage worked up a replacement triple exhaust pipe with cast iron, bronzed together as there were no welding facilities in the town. The temporary modification was the basis of a new exhaust system designed and manufactured at Newport Workshops.

Another successful alteration was the repositioning of the drain cock of the carburettor. Originally this was so located that leaking petrol dripped onto the traction motors and several fires resulted.

The worst fire occurred about 1932 after a run from Stony Point. Motorman Brymer stabled his new P.E. at the motley assortment of buildings and platforms that was Melbourne's Spencer Street Station. He proceeded to refuel with over 200 gallons of petrol pumped from drums into the cars filler spout, which was located just inside the luggage compartment. Inadvertently he over filled the tank and splashed fuel on the floor. A passing yard worker rested his lighted kerosene lamp on the wet floor and the ensuing conflagration melted the catenary overhead which spluttered wildly about and sent up a pall of smoke that could be seen 30 miles away across Port Philip Bay. Commissioner Clapp commended Motorman Brymer who suffered burns while trying to save his rail motor. But wryly remarked in his American drawl that it was a pity he hadn't burnt down the whole station. The gutted car was towed to Newport Workshops and rebuilt.

Motormen ran, serviced and repaired their E.M.C.'s often on their own time. The Winton 106A petrol was known as a fire breathing, ear thrashing monster and was located less than 6 feet from the driver at the powered bogie end of the rail motor.

The use of spare G.E. motor trucks on the second set of E.M.C.'s involved some redesign. These trucks had larger wheels and weighed more than 55RM's. Some equipment had to be moved toward the trailing truck (unpowered) to spread the weight. Air reservoir, fuel

tank, water tank and air compressor were all resited.

When 55RM was delivered V.R.'s intention was to accommodate Second class passengers only with First class riders in the trailer away from the noisy engine. In the home-made P.E.'s No's 56RM-64RM however both 1st and 2nd class seating was provided. Clearly the V.R. intended to fully exploit the train in one car principally. This was further evidenced by the building of only 5 trailers.

For those of you can remember the early P.E.'s the seating accommodation was similar in comfort to the mainline wooden bodied stock of the same era. Smoking and Non Smoking areas were provided with luggage under the seats please, airliner style.

The many teething problems of the E.M.C.'s produced a close bond between motormen and workshop staff, who would give up own time to see a job done, and the design office engineers always had time to discuss the many and varied problems.

For instance a block and tackle was permanently rigged in the cars engine room to facilitate repairs on the road. It was not unknown for the motorman

to remove a cylinder head and effect repairs on the spot in order to get out of trouble.

Up until this point we have been dealing with the petrol electric version of the E.M.C. rail motor known affectionately as a P.E.R.M.

Also up to this point the information used in this article has been obtained from an article in the American publication 'TRAIN'S The Magazine Of Railroading. The said issue is April 1978 Volume 38 number 6. Many thanks to the staff of the Magazine for a superb article.

In 1952 the V.R. made the decision to convert the P.E.R.M.'s over to D.E.R.M.'s (Diesel Electric Rail Motors).

This was achieved by replacing the Winton motors with 2 General Motors Series 71, 6 cylinders each, 2 stroke diesel engines. These were geared together in parallel and mounted transversely. These directly coupled to an electric generator of 150 kilowatts and supplied power to the 2 traction motors. The rest of the rail motor remained basically unchanged until their withdrawal from service in the late 1980's and early 1990's.

D.E.R.M. Specifications Ob-

tained from Vic Rail Publica- tion Power Parade

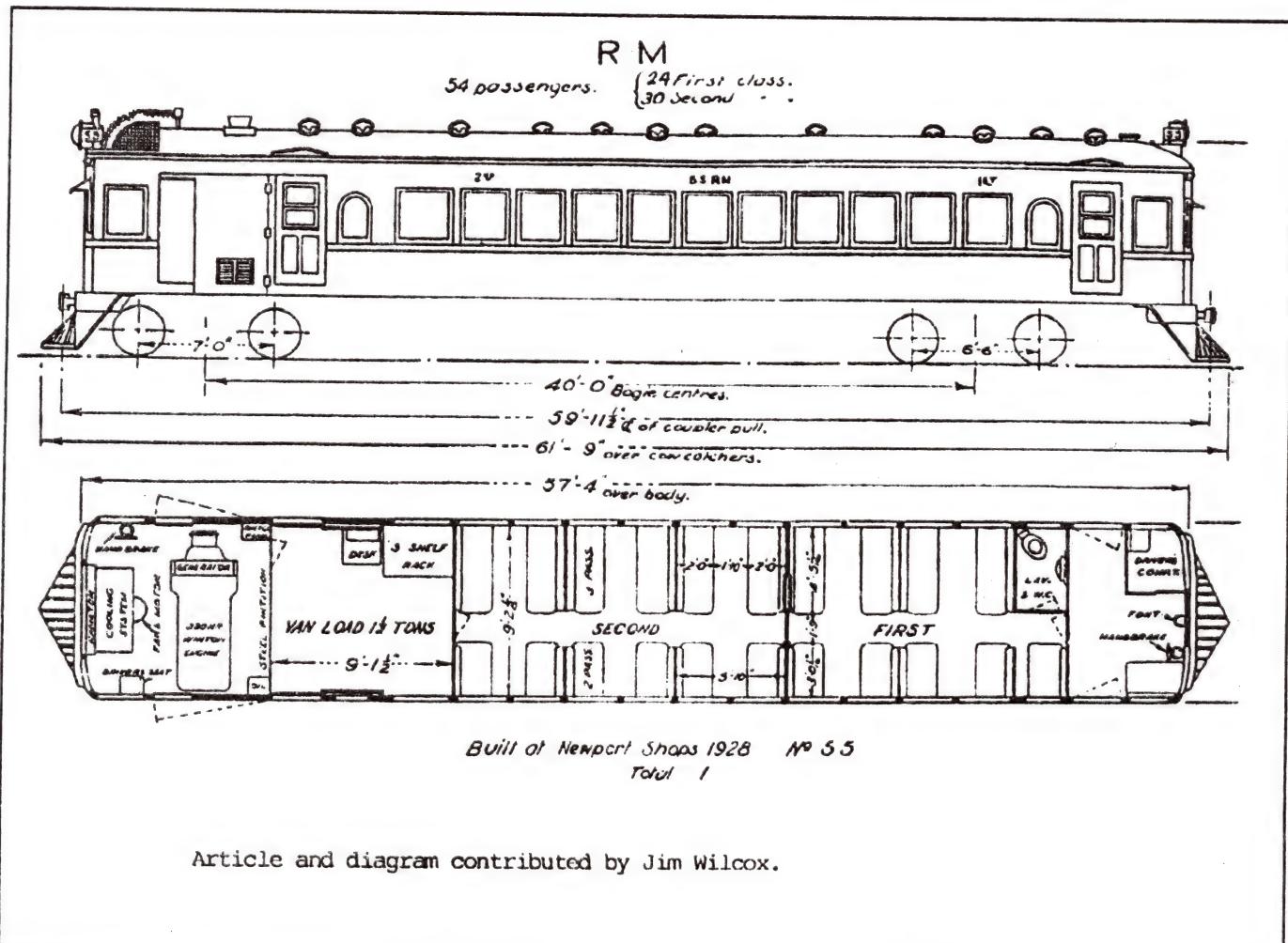
Group No's 55 56 57 58 59 60 61 62
63 64

Length Overall	68' 8 1/2 "
Width Overall	9' 10".
Height Overall	13' 11".
Weight Tare	46 Tons.
Power Rating	275 H.P.
Speed Maximum	60 M.P.H.
Bogie Pivot Centre	40' 0"
Bogie Axle Centres Driving	8' 6"
Trailing	8' 0"
Wheel Diameter Driving	3' 6"
Trailing	3' 0"
Fuel Oil Capacity	165 Gals.

In 1978 D.E.R.M. No's 55 and 61 went through a major overhaul program which saw alterations to the following:

General body appearance.
Engine/ Generator Relocation.

Modified seating arrangement. This latest change removed the character of the original D.E.R.M.'s and in my opinion brought an end to a colourful railway era.



Digital Command Control

by Tim Shenton

While looking through some news items on the world wide Internet computer network I came across some articles relating to the establishment of a NMRA (National Model Railroad Association in the USA) standard for Command Control.

The bulk of one article written by Stanley R. Ames Jr. of the NMRA Electrical Committee - Command Control Working Group went as follows:

VALLEY FORGE HERE WE COME

In January 1993 after several years of false starts, the NMRA Electrical Committee chartered a working group to attempt to come up with a standard for Digital Command Control. After 18 Months and a lot of hard work from a lot of people, we are at the threshold of potential success.

We continued to make great progress during June. And July offers even more advances. Although some of the products we expected to test in June will not arrive until July, it is beginning to look like several manufacturers will be introducing some significant new products at the August NMRA Valley Forge Convention. A full report will be provided after the convention.

Dear Roger

This letter is not necessarily for publication but sets out some of my thoughts on the Journal.

Re the photographs that appear in Journal. I wonder if some, if not most, of the problems with the reproduction of these in the magazine are due to the way the photographs were lit. Notice the difference between the photograph on the cover of the July/August issue and those on page 93 of the same magazine.

The cover, taken in natural light, has a fairly balanced lighting and has reproduced quite well. However, those on page 93 appear to have been taken using flash lighting and have large dark patches in the background which have not printed anywhere near as well as the cover photograph.

I would suggest that photographs for reproduction in Journal should be made under natural lighting, or if this is not possible, where they would be indoor shots of layouts, they be flood lit and flash be used only for fill-in lighting and not as the main source. You may try to experiment with this with the aid of a Victorian Branch member who is a reasonably skilled photographer using photographs made on the Branch layout having flash as the main light and again with evenly balanced flood lighting and seeing how they are scanned by your computer hardware.

This will be the last report till after the August convention. At the show Marklin, Electronic Rail Products, Lenz, and Digitrax will all have booths where they will demonstrate compatible equipment. Each manufacturer offers unique advantages in price, performance, operating style, and service. BUT THEY ARE ALL COMPATIBLE, as they all adhere to the NMRA draft standards. The committee will also have a booth where all the compatible manufacturers equipment will be shown. (Current count includes working products from 11 manufacturers with more possible.) At last count there are also over 11 hours of clinics scheduled that deal with Digital Command Control. Valley Forge will definitely be the place to be if you are interested in Digital Command Control.

Based upon a early sneak preview at what the manufacturers plan to show at Valley Forge, I think we will collectively blow the socks off most people.

During June we revised some of the details of the advanced packet format and electrical standard. These changes were made as a result of initial implementations that pointed up some rough

areas in the drafts. The resulting revisions have provided significant improvements in multi unit operations and how the various functions are controlled. These changes also made implementation much easier.

(End of Excerpt)

Previously the NRMA has provided interchange standards for track, wheel, clearance and electrical areas. In addition there are a number of recommended practices for areas including turnouts (or points), curvature & rolling stock, rail dimensions, car weight and wheel contour. Most of the better products produced for the U.S. and Australian markets conform to these standards and I would imagine that the draft standards and recommended practices for command control will result in a variety of systems that not only will conform with each other, but should be cheaper than the current systems available.

For further information on these developments an article is being prepared for the October issue of Model Railroader and there will also be an article published in the August issue of the NMRA "Bulletin" Magazine.

The Pop Valve

The results could be printed in Journal so that members can be told of the special requirements for the taking of photographs intended for inclusion in our magazine. There may be a problem with the taking of photographs of Branch exhibitions, but the budding reporter could make arrangements for these photographs to be taken either before or after the exhibition opening times.

Regarding the possible future printing of the Journal? What then is the future of Vic Print? Will it become surplus to requirements. If this is so, then I suggest the Vic Branch approach the WA Branch with the proposition that the Branch buy the printing machines for the printing of Branchline as that Branch may have printing problems in the future as Alan Porter has intimated in a recent issue of his magazine.

Now, about writing articles for Journal. While it may be ideal to have one's articles printed out using a laser printer, not all of us can afford one of these or even a word processor. There would be a large number who may not possess a typewriter, leave alone a word processor and must rely upon handwriting. This piece is being written using a word processor that is about to celebrate its tenth birthday which, in these advanced days of electronics,

makes it out of the Stone Age.

You should make it clear that ideally you would like to have typewritten articles you will accept them even if they are written with an indelible pencil on butcher's paper so long as the damned things are produced.

While on articles, I looked up my copies of Journals produced by Vic Print and compared them with the copies of Journals in my files that were commercially printed. You may be interested to know that there are an average of seven articles per issue in the group that were produced by Vic Print, but only five per issue when commercially printed. This does not include Branch reports or management matters. I don't know what it means, but it does give some credit to you and Rex and your helpers.

However, there has been a fall off in the number of articles in the last two or three issues, so I suppose I must do my bit and write something for publication.

On another matter, will you please run the layout name register form in both the September/October and November/December Journals? (A new copy is in this issue) I will be sending you a listing of the registered names for inclusion in the November/December Journal and updates each two months thereafter.

Ernest F Raddatz
Snowtown South Australia

Photos from the Victorian Exhibition

These photos were taken at the 1983 AMRA Victorian Branch exhibition by Tim Shenton

Photo 1
"North of the Border" by Darcy Brittain



Photo 2
Croydon Narrow Gauge Group layout

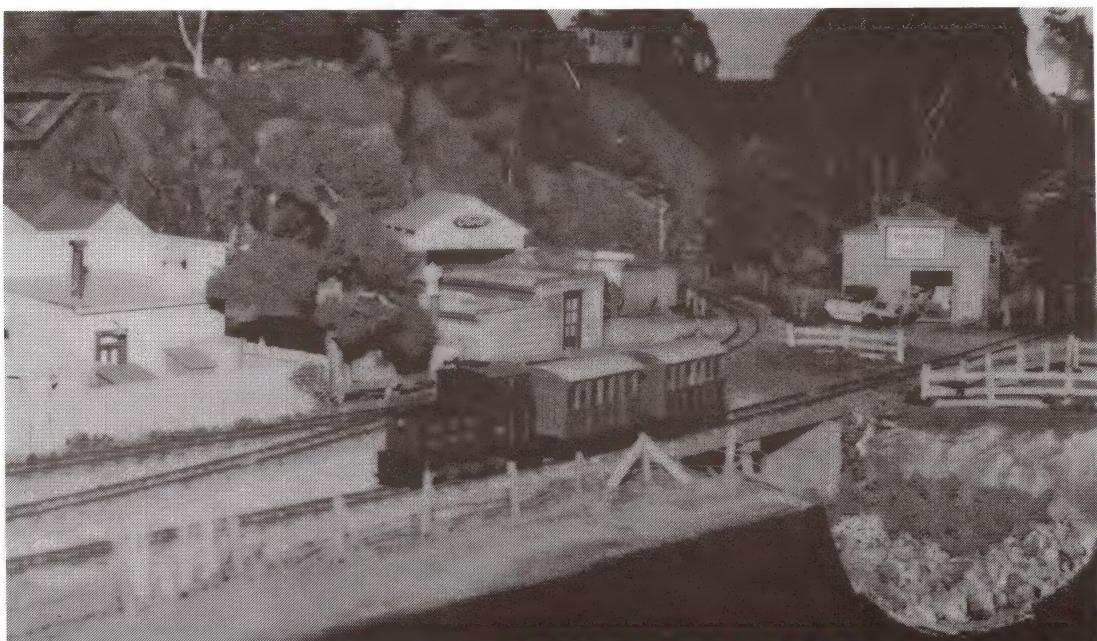
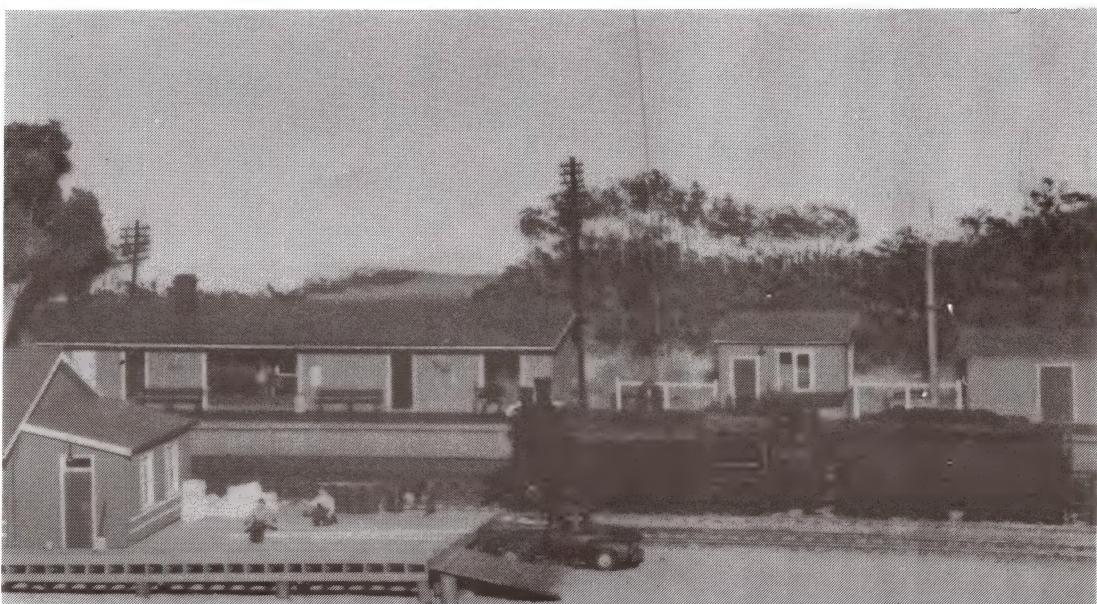


Photo 3
"Wingham", HO scale by Rodney James



Photos from the Western Australian Exhibition



These photos were taken at the 1983 AMRA Western Australian Branch exhibition by Tim Shenton

"Swan View",
Sn3½ Scale by
Gary Pilmoor

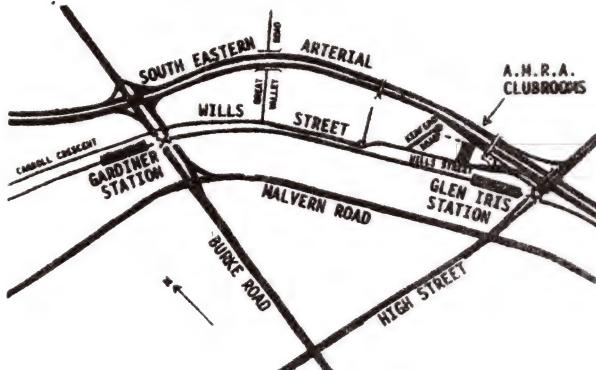


Another view of
"Swan View"



"Bell County Railroad" in O Scale by Harry Rossiter and friends

STATE NEWS



General Notes

July Meeting

Items for Display

G Nitz - Carry case for Swiss meter gauge models with Clark Rubber foam - \$19.95 each.

I McKenna - Selection of 12 off of Walthers HO USA tank wagons.

R Thomas - Semaphore signals for Littlebank N gauge signal.

G Stockfeld - AFULE (Vic Div) 130 yrs (1861/1991) vintage port (see Graham for purchasing).

R Pearson - Lead wheel weights from Beaurepaires - \$10.

J Gilmour - Video of Westrail Perth electrification.

Competitions

Model - Kit - G Stockfeld - Co-Op HO USA Hopper - 95 points

Photo - Outdoor Model Railway Print - S Westerman - Trestle Bridge - 94 points

Slide - I McKenna - Moorabbin Live Steam - 92 points

Syllabus Item

Rick Schonfelder (former Canadian from Calgary area) showed a number of very interesting slides of CP, CN, Alberta trains that run on Canadian tracks.

August Meeting

Items for Display

A Miller - Trainorama VR HO VLX bogie louvre van.

I McKenna - Selection of Details Associates Kits Southern Pacific HO general service gondolas and sugar beet gondolas.

-Bode Packaging custom-made boxes:

- a) plain approx \$5 each
- b) fancy approx 12 each

Enquiries to Bode Packaging, 37 Malcolm Road, Braeside, Vic. Phone 03) 580 0177 Fax 03) 580 1606

Competitions

Model Kit - A McKenna, VR GTF wagon - 95 points

Scratch - T Reeves, V/Line T384 loco (with Athearn SW 1000 mechanism) - 82 pts

Photo Slide - S Westerman - R761 at Wodonga - 88 pts

Print - L Bugeja - R766 at Geelong North - 91 pts

Syllabus Item

Neil Riches (with assistance from John Harry) presented a talk "On Insuring Your Models".

The talk covered a wide area of insurance including:

- * Purpose & History of insurance
- * Burglary, housebreaking, larceny, theft
- * Accidental damage
- * Storm & tempest
- * Flooding & flood waters
- * Exceptions & exclusions
- * Individual items, sets & collections
- * Co-insurance (average), reinstatement, indemnity, valuing of items
- * Temporary removal from insured purposes
- * Australia-wide coverage

Basically, Neil & John recommend that a general domestic house and contents policy from a good, reputable insurance company would cover most needs of modellers. Even so, care must be taken to list and value your models; ascertain whether Australia-wide cover and/or temporary removals are within the scope (and are required) of the

policy; define sets and collections and any monetary limits on items are applied to the policy.

A number of handout sheets were made available covering different insurance company policies.

In addition, further information will be provided by the presenters which will be made available to members in due course.

Neil and John showed that they had wide experience and knowledge of insurance in answering the large numbers of questions and comments raised throughout the talk.

Clinics

The clinic session held on Thursday evening 29 April 1993, attended by 9 members, was on the topic of "Decalling of Models" by Alan McKenna.

Alan demonstrated that he has a very good technique in decalling and showed how he gets his models looking so good.

The clinic session held on Thursday evening, 29 July 1993, attended by 9 members, was on "multimeters - types and uses of" by Graham Nitz.

The next clinic session is to be held on Thursday evening 30 September 1993. Topic is to be advised.

Hall Seating

New plastic, aluminium 5 person chairs have been purchased for hall seating. These are lighter and more comfortable and should cause less scratching and marking on the floor.

Special Working Bees

During 1992 special working bees were held for working on LGB layout, Wills Street layout and roof.

The following members attended:

R Watson, P Trevina (5 occasions), W McKenzie (Snr), W McKenzie (Jnr),

J Shepherd, N Riches (4), P Ogier, L Bugeja, R Marsden (2), K Tilley, R Polistena, S Westerman, T Martin, A McKenna, R Pearson, J Pearson, D Marsden, G Nitz (1 each).

1992 Open House

Thanks to Jim Rowe for preparing advertising letters for distribution to radio stations.

Bob Marsden
Branch reporter

Library Notes

Eveleigh Press clearly think they are onto a good thing with their *Byways of Steam* series: they've now put out nos 5 and 6. Each has an interesting article on the working of Sydney Railway Station (no, not Central, that's for the suburban lines). I'd certainly never known before that they were regarded as separate stations). No. 6 has one on life as an ASM at a small country station, especially interesting to modellers for diagrams on how S wagons were loaded with bags of wheat. No excuse now for sending all your new Powerline wagons empty around the layout. Of course, if you are lazy you could just tarp them.

Lots of interesting stuff, but also a fair bit of the "my minute-by-minute diary of a fan trip in the school holidays when I was fifteen" sort of thing.

Lou Rae is a man obsessed with the history of western Tasmania, and he couldn't have a more dramatic obsession. His immaculate histories appear as beautifully produced books (which he publishes himself), and I'm delighted to see the latest, *The Mt Lyell Mining and Railway Co. Ltd.* It is subtitled as *A Pictorial History, 1893-1993*. There is a page of textual introduction to each section, then a group of absolutely spectacular photographs, the period ones in black and white, of course, but these are interspersed with coloured shots from the present day, all being lavishly captioned. The quality of reproduction and of the photos themselves is fantastic. The book reinforces my comment a couple of his books ago, that SW Tasmania should provide a perfect prototype for a marvellous layout, American style.

Victorian narrow gauge does well this month, with two productions to look at. *Steam on the Two Foot Six* is planned by its author, Peter Medlin, as a three volume set, dealing with the locomotives, passenger and goods rolling stock of Victoria's narrow gauge. Volume I is *Locomotives*. An A4, limp-covered book, photo-offset from typescript, and with photos of the sort of standard you get from that process, it's obviously produced as cheaply as possible -- a reasonable decision for the sort of material, not exactly sexy, if

worthy. Brief histories are given of the various lines, then vital statistics of every loco that could be traced, and there is a surprising number of them. And a surprising amount of information has been collected. Maybe there are errors and omissions, but a publication like this is necessary to flush them out. Congratulations on a workmanlike and pioneering work.

Well represented is, of course, Puffing Billy, which coincidentally is covered in another publication, *The Puffing Billy Line: 1955-1991*, a photographic collection of assembled by A.P. Winzenried and J.E. Thompson. One can only say that it's a very good collection, in both black and white and colour, well presented in a slightly mannered format, of a remarkably photogenic subject. Good captions, too.

We lately acquired the last of R.G. Preston's three books, *Standards in Steam*, *The 50 Class*, and only then realised that we'd missed the middle one, *The 32 Class*. This again traces the development of the class, with both Baldwin and Beyer-Peacock involved, as well as Clyde and Eveleigh; the early teething troubles, then the long and honourable service, from 1892 to 1971, when 3246 made the last regularly rostered steam-hauled passenger trip in Australia. There is a feast of anecdote, but also rather more memories of the author's own trips than in the other two books. Still, a good read, with lots of bits of history thrown in. A fitting tribute to the 191 members of an enormously important class.

Perhaps publication of *The Long Haul: Australian National 1978-1988* could have been postponed for another year or so, since the signs seem to be that in its present form Australian National has not long to live. On the other hand, it has an odd attribution, "Original manuscript prepared and written by Peter Donovan and Bernard O'Neil, revised and updated by Christopher Jay." Some information is in fact updated to 1991. Do you perhaps get the impression of a project put on the back-burner, now suddenly revived while there's still time?

It's an interesting rather than a thrilling story, and occasionally descends into the sort of banality that seems to go with corporate histories. But there are plenty of interesting bits.

Tasmanian railways before the takeover were really in a parlous state, averaging a derailment a day. In places the rail was worn to the point where the wheels were running on the web! And it does make one a little more accepting of closures: one South Australian service to Broken Hill averaged five passengers, all of them railway employees! It's a book I'm pleased to have read.

Brian Southwell
Librarian

P r o g r a m m e

October 1993

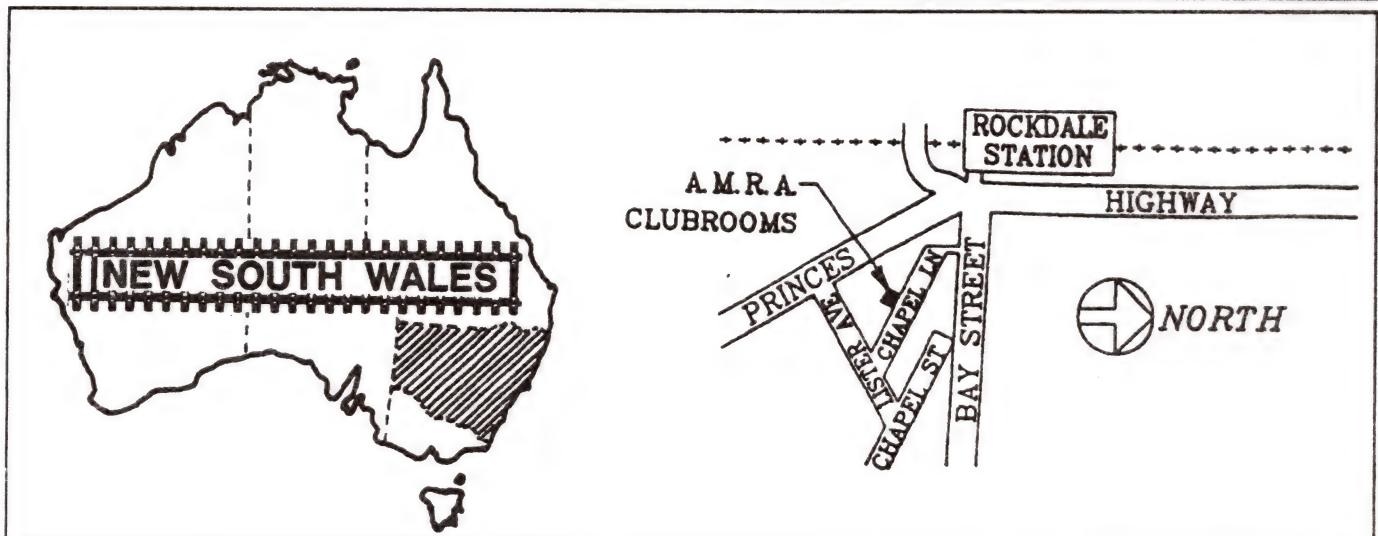
Mon 4	Daylighters - 10 am to 3 pm - BYO train.
Sun 10	Timetable Operation - 1.30 to 5.30 pm - UK prototype (this session would normally be held on the first Sunday but has been altered due to Sydney Exhibition & Ballarat)
Thur 14	Annual General Meeting & Election of COM - 7.30 pm Model - Standard Categories Photo - From the Footplate
Mon 18	Daylighters - 10 am to 3 pm - BYO train
Thur 28	Daylighters - 10 am to 3 pm - BYO train
Thur 28	Timetable Operation - 7.30 to 11.30 pm - USA Eastern 1960/70 prototype
Fri 29	European Running Night - 7.30 to 11.30 pm - Swiss Era 4/5 (1980 to present)

November 1993

Mon 1	Daylighters - 10 am to 3 pm - BYO train
Sun 7	Timetable Operation - 1.30 to 5.30 pm - Aust prototype
Thur 11	Daylighters - 10 am to 3 pm - BYO train
Thur 11	Social Meeting - 7.30 pm - Railway Bridges, Bob Dunn Model - Standard Categories Photo - Preserved Diesel
Mon 15	Daylighters - 10 am to 3 pm - BYO train
Thur 25	Daylighters - 10 am to 3 pm - BYO train
Thur 25	Timetable Operation - 7.30 to 11.30 pm - Aust prototype
Fri 26	European Running Night - 7.30 to 11.30 pm - Austrian Era 4/5 (1968 to present)

December 1993

Sun 5	Timetable Operation - 1.30 to 5.30 pm - USA prototype
Mon 6	Daylighters - 10 am to 3 pm - BYO train
Thur 9	Daylighters - 10 am to 3 pm - BYO train
Thur 9	Social Meeting - Reverse rattle, Bring A Plate Model - Standard Categories Photo - Gangers Trolley



Branch Diary

FRIDAY 25/6/93 - SLIDES by COL GILBERTSON: Col Gilbertson presented his annual "train numbers & drivers' names" slide night, including his regular review of railway happenings over the past twelve months. Topics included: steam & early diesel on the north between 1965 and 1970; a portfolio of 3801 from 1966 to the present; and C38s on the "Newcastle Flyer". Sixteen members braved a "coal" June evening to be entertained once again by Col and his slides. Thanks Col. -AT

SUNDAY 27/6/93 - VISIT to ILLAWARRA LIVE STEAMERS: A sunny winter's day found 16 members and 7 guests congregating in the spacious picnic grounds of Illawarra Live Steamers' North Wollongong layout. The site features plenty of BBQ facilities, right in the middle of the action, plus kiosk and amenities. A "hearty" thank you from those who managed to have their barbequeing done for them by the ladies present. Due to seasonal factors and the closeness of the site to southern Sydney, a smaller 15 seat minibus was provided with Alan Tonks once again at the wheel, which certainly made for a cosy ride as it was "full house". As always on these trips, it is most interesting to see how different clubs implement their ideas. The notable feature of the ILS layout is the use of water-operated points through a mains pressure reducer, necessitated by virtue of the layout being on a flood plain. The layout features: a two platform station area; triangle junction between the "inner" & "outer" loops; passing loops; a through yard; turntable/firing facilities; and a two storey signal box. The far end of the layout is in the early stages of being automated with a "scale" signal box under construction, just part of the preparation for their hosting of "Steamfest 94" next April. Equipment on show included two C36s, a Z12, D59 class and a "Flowby" 0-4-0 tank. Not to be taken for granted, thank you once again to

Alan & COM for providing the transport. -GP

FRIDAY 23/7/93 - CLUB HO LAY-OUT CLINIC: Although not starting until around 9pm, this meeting turned into an extremely fruitful one for a number of members, with each having a go at the C.T.C. panel. (Thank you to those members who helped early on with the members' exhibition mailout and advertising mail.) Ralph Wambeek kept the masses, 22 members & 1 guest, interested and involved with a dissertation on the HO fixed layout, covering: track plan; block operation basic theory; using the hand controllers; basic signalling indications; local yard control panels; operating the C.T.C. board; and finishing up with individual practical sessions on C.T.C. (one train only). This style of presentation went over so well that next year each of the layouts will have its own presentation day. -GP

SATURDAY 7/8/93 - LOCOMOTIVE DRAWBAR PULL: 31 members and 4 guests turned up for (we think?) the annual Drawbar Pull Competition. Considerable effort has gone into refining the rail apparatus to streamline the competition, with Alan Tonks, Bruce Thompson & Bob Wardrop overseeing the event. Results should be processed & displayed at the clubrooms soon. -GP

FRIDAY 13/8/93 - MOVIES by FRED STELL: Fred battled his best against superstition to present his & other members' 8mm sound & silent movies...it was just as well the author had on hand a video (AMRA QLD Branch) to keep the restless hordes (24 members & 2 guests) distracted whilst Fred performed surgery on his projector (repeatedly)! Fred's collection of material this outing included: 16 class over the Nepean; 12 and 20 classes to Camden; 38 class at Kogarah; Diesels at Minamurra on the South Coast; 24 class special to Richmond; 30/32 classes at Pippita; 55/56 classes historical special to Mittagong; and 1901 at Batlow - just to name a few. Graham Larmour also showed a couple of British films he bought a while ago at auction. -GP

SUNDAY 15/8/93 - VISIT to WESTERN DISTRICTS LIVE STEAMERS: A rather disappointing turnout of 6 members & 3 guests had an anything-but time at Fairfield Showground. The 1:8 scale 7.25" gauge D57 was worth the trip alone, this scale giving a true indication of its size - "magnificent" is the only word to describe it! The layout consists of elevated 2.5" + 3.5" + 5" track, with its own loading facilities, connecting down on ground level to 5" + 7.25" track. The area covered by the layout would be similar but somewhat less than that of the West Ryde group. Equipment on show included: NSWGR 2705; NSWGR 5723 7.25"; LNER 3457 5", owned by the Kirklands; Southern 756 "Maid of Kent" 5"; "Kay" 2-4-0; and several 0-4-0 units in 3.5". This group is steadily realising the potential of its layout, with work progressing on signalling and railside landscaping. WDLS also hold evening sessions during the Fairfield Show and in October. -GP

SATURDAY 21/8/93 - ANNUAL DINNER: 50 members and guests celebrated AMRA's 25th year at Rockdale with a sumptuous feast and celebration cake, provided by Zita Percival & Jenni Dewberry; enjoying the exploits of guest John Stormont (retired SRA signalman) on & around the railways of India. John will return with railway topics next year, commencing in January with a dissertation on Signalling. -GP

ATTENDANCE - 1993 TO DATE:
Totals: 1001 members 565 guests Average: 27.1 members 15.3 guests

31st Sydney

Model Railway Exhibition

By the time you receive this issue the Exhibition - another record year with around 70 stands - will be just about upon us. Thank you to those members who have distributed the flyers in a much timelier fashion than last year - although once again Bruce Thompson has done far more than one member alone should. Any members in the western and north-western sub-

urbs, who may work shiftwork or are otherwise in a position to get flyers into the schools, please have a word to Bruce about lightening his load next year. Also, even if you had forgotten or misplaced your Rostering Form, it is not too late to help! Call the clubrooms or even just turn up with your offer of help - at the time of writing we are particularly short on the Sunday. (Note though that catered meals as outlined in the mailout cannot be guaranteed at this late stage.) In other news, WESTFIELD LIVERPOOL is planning, in conjunction with AMRA and Classic Hobbies, a promotional display towards the Exhibition in the week leading up to it. Another point for members, workers, exhibitors and visitors to consider is a ride on the "2WS EXHIBITION EXPRESS"! As you may gather by the new title, Sydney's newest FM station (and #3 in its first survey on FM) 2WS FM101.7 is supporting the venture with airtime and live promotion. The purpose of the train is not just to bring patrons into Liverpool, but to give everyone at Liverpool a chance to have a ride - to Campbelltown, Epping, Hurstville, Blacktown, Central and return. In particular, there is a Monday Campbelltown run for this reason. If you have not made a booking by Friday 24th September, tickets will be available on the days (seats permitting) - see the Information Stand or AMRA staff on the train.

Glenn Percival

Future Modelling Clinics With Laurie Lumsden's HO passenger car clinic series progressing towards completion of its first item (MFE 2nd class corridor car), a number of discussion points, as detailed below, have been raised regarding future directions for these meetings. Remember, IT'S YOUR CLUB so if you have any comment to make, PLEASE DO SO. Address your input to the Publicity Officer or any COM member.

1. Laurie is happy to continue the clinics on a monthly basis. As he is unavailable on Saturdays, the "Monthly Modelling Clinic" will continue in 1994 on the 2nd or 4th Friday (as notified) of each month.

2. A half-joking suggestion about O scale modelling has turned into a serious possibility if demand exists. Col Shepherd has shown kits for an MRC van and FS/BS coach which are inexpensive and easy to construct. Laurie has also suggested an MCE composite coach as the next item to be modelled.

3. The #3 clinic (11th June) allowed limited layout operation on the HO & N layouts. This to continue in 1994.

Layout News - O Gauge

Modification to Operation of the Layout

There has always been a couple of problems in the operation of the lay-

out, mainly due to inattention of the operator.

First, a road is selected and the train on that road is driven out onto the main line. As the train clears the first colour light signal the selector should be cleared, thus giving access to that road to the operator at the other end of the station. Second, when that train has reached the end of the track under control, as indicated by the LEDs on the track panel, the controller should be turned off before selecting another train. What often happened however was a second train taking off like a hairy goat because this was not done, quite often whilst the first train was still on that controller. Slowing the second train then often had the effect of stalling the first one. My main concern about the second negligent operation is the damage to the selector contacts with the arcing of 1 amp or more, which with correct operation does not occur.

Solution: install one double wound relay in the circuit so that as the train enters the first main line section, one winding is energised through the track circuit and the relay operates, releasing the selector switch. The relay is locked by a set of contacts to the second winding and the track power, so now no further track selection can occur until the controller has been turned off. This simple addition will protect the selector contacts and also eliminate two familiar cries, "TURN YOUR KEY OFF" and "TURN THE JUICE UP" (or words to that effect).

So operators, if you have trouble starting a second train, just make sure you have turned the controller for that track right off [after the train has reached the end of the track under control] then start selecting again.

Norm Read

Library News

The Branch Library of books, magazines, videos and other reference works is available to all members, for a nominal charge of \$2.00 for twelve months. An ongoing stocktake is being conducted, so access to certain works or groups of works may be restricted at the discretion of the Librarians. For more information contact the library staff, one or more of whom are usually present each meeting day.

Our Librarian, Bruce Thompson, has raised for informal discussion, and has been accepted as a proposal pending member support, the expansion of the Branch's fledgling video library. At the moment, it consists of very few "commercial" works (there was a break-in some years ago) and Bruce, along with some of the members he has sounded out, would like to see a substantial and well-borrowed collection. The cost of such a quantum leap in titles to kick the collection along is rather substantial, therefore one suggestion is to have a separate charge for the use

of the video library. The proposed charge currently stands at \$20. Before you cry out in horror, remember that your annual subs do not go to any Branch - each Branch is self-funding. In our case, the Exhibition is the main source of funds to keep the clubrooms running each year, while the dollar at the door pays for afternoon tea & supper. If you have any thoughts on this matter, PLEASE MAKE THEM KNOWN to Bruce, Arthur Harris, Gary Butcher, or a COM member.

AMRA NSW Clubwear

At the time of writing, over 90 orders have been received for shirts and jackets for NSW members. The project has seen a few hiccups in the last few months, with jacket supply problems forcing a new, reliable (but longer leadtime) supplier making jackets in any quantity, any season, to order. An as yet unresloved problem with the embroiderer may result in a change of company, in any case almost certainly resulting in a small price rise for all items - if you haven't ordered before get in quick! The above notwithstanding, the next order deadline is open, due basically to just about all the Rockdale regulars having ordered garments already! The bottom line is that, as soon as sufficient orders come in to meet any minimum order requirements, orders will be processed.

All new Branch members should now receive an order form in their membership kit but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one. Please note now that any seasonal restriction on jacket orders should not apply. Next on the agenda (if sufficient demand exists) is name badges, and perhaps in the medium term screen printed T-shirts.

Duty Officer Crew

Since the October 1992 Open Day the reintroduction of the Duty Officer concept has met with success. Their duties include: opening & closing the clubroom; greeting guests at the door and seeing that they are attended to; the general conduct of meetings; and MAKING SURE A REPORT FOR "Journal" IS MADE (where applicable). A roster of willing volunteers is assembled by the Publicity Officer, with a big thank you (and welcome!) to the following hardy souls having put their hands up thus far: David Bennett, Danny Elliott, Damien George, Barry Green, Phil Kelly, Philip Lee, Ross Moar, Glenn Percival, Graham Saint, Bruce Thompson, Alan Tonks, and Brian Tyson. As you can see, Duty Officers need NOT be Committeepersons, but are subject to Branch COM acceptance. If you think you would like to actively help the Branch in this way, please contact the Publicity Officer. With a cou-

ple more people on the Duty Officer roster, it will only be necessary to work once every few months.

Club Programme Notes

Expressions Of Interest Required
The Club Programme presented this issue looks into 1994, incorporating a few suggestions, viz:

- A regular Monthly Modelling Clinic, at this stage on the 2nd Friday of each month (see earlier item); - Including limited layout operations in the above clinics; - Reduction in number of Open Days from three to two (April & October); and - Inclusion of Videos whilst judging of Modelling Competitions takes place.

It is never too late for other programme suggestions, so if you have them, PLEASE jot them down and send them to the Committee.

OFFERS OF HELP ARE BEING SOUGHT for a proposed "AMRA NSW Video Magazine", the idea being to capture on video highlights of each meeting, to form a record of happenings at Rockdale able to be borrowed from the Branch Library. This project is simply beyond the resources of the Branch's "resident videographer", however, with the sheer number of other members with camcorders it should be possible to collect a few minutes' worth of each meeting. If you are able to help, please contact the Publicity Officer. The clipboard mentioned above also holds interested parties' names for this project. With enough volunteers, perhaps it could be rostered along with the Duty Officers....?

Layout Subcommittees

Subcommittees have been formed to give broader direction to the task of developing the layouts, and to "spread the load". The Subcommittees are not expected to be the only ones to actually work on the layouts; and any input (e.g. concepts for an area) from other members is most welcome. The Subcommittees are as listed below, and their brief (paraphrased) follows:

N SCALE

David Bennett (Chair)

Glenn Watson

Neil Watson

John Lischeld

HO SCALE

Ralph Wambeek (Chair)

Arthur Harris

Ed Hogan

Bob Wardrop

Fred Stell ("CTC")

HAWKESBURY RIVER/ KNAPSACK GULLY

Alan Tonks (Chair)

Glenn Percival

NEW HO EXHIBITION LAYOUT

Phil Kelly (Chair)

Jack Parker

Alan Tonks

Glenn Percival

Bob Wardrop
O SCALE
Norm Read (Chair)
Brian Tyson
Graham Larmour
Bert Hetherington
LAYOUT SUBCOMMITTEE

BRIEF (paraphrased):

a) Under guidance of the Chairperson, be responsible for the development, operation & maintenance of their respective layout(s).

b) Each Subcommittee is allowed a set maximum expenditure per month, non-cumulative, without prior approval. All expenditure must be substantiated with receipts, etc. Expenditure beyond this amount MUST be submitted to and approved by COM prior to action.

c) ANY MEMBER IS WELCOME to suggest improvements, modifications & developments to a layout. The member should present same to the relevant Subcommittee for consideration.

d) Work on a layout is to be commenced ONLY after approval from the relevant Subcommittee.

e) Subcommittees may ask for demonstrations to be presented for approval to ensure that work is carried out in an acceptable manner & to an approved standard.

f) Subcommittees should present to the Publicity Officer regular reports on layout matters for inclusion in "Journal".

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one shop, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials.

PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

TRAIN N THINGS, SUTHERLAND now offer 10% off, except on books, magazines and videos.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

CLUB SHIRTS

Adult sizes 14-30	\$26.00
ea. Postage (if desired)	\$ 2.00
ea. Personalised embroidered BONDS	
"The Penguin Shirt" polyester/cotton	
pocketed shirts. "Natural" (beige) in	
colour, with AMRA logo on non-pocket	
side & your name above pocket.	

CLUB JACKETS

Adult sizes	
14-22	\$35.00 ea. Child sizes 6-
16	\$28.00 ea. Postage (if desired)
	\$ 5.00 ea.

BONDS premium jersey fleece press stud jacket, embroidered and personalised as above. "Timber" (dark brown) in colour.

CLUB VIDEOS

A.M.R.A. in '92	\$18.00 ea.
AMRA '91	\$15.00 ea.
BOTH together	\$24.00 ea.
A.M.R.A. in '92 APPENDED to your	
AMRA '91 \$ 8.00 ea. Postage (if desired)	
\$ 4.00 ea. CALL IN, CALL OR WRITE	
FOR ORDER FORMS FOR THE	
ABOVE!	

GAUGES to AMRA Standards
LIMITED STOCKS!

HO GAUGE Wheel/Track

Code 100	\$ 3.40 ea.
Code 70	\$ 3.40 ea.
Check gauge	\$ 6.80 ea.

N GAUGE

Wheel gauge	\$ 3.40 ea.
Track gauge	Code 80 \$ 3.40 ea.
Code 55	\$ 3.40 ea.

Selleys "Aquadhere" one litre bottle \$ 5.00 ea. Aluminium diecast G-clamps \$ 1.50 ea. two inch (51mm), with plastic foot & handle C&K brand quality switches #7201 DPDT

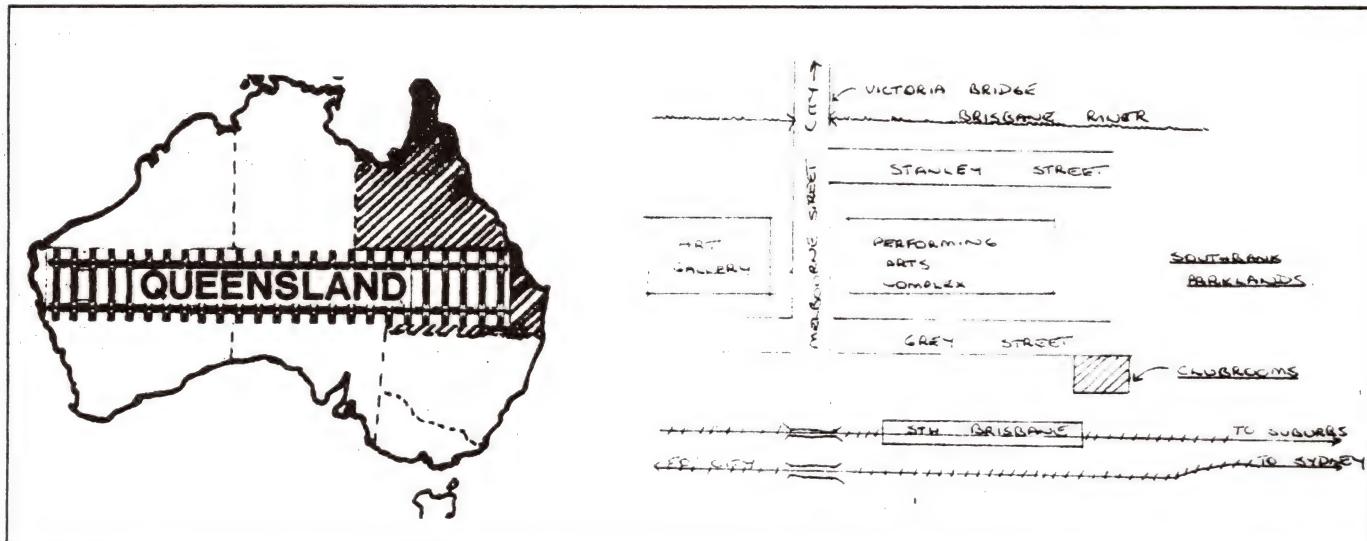
\$ 3.50 ea. #7203	DPDT centre-off
\$ 3.50 ea. #7105	DPDT centre-off

momentary action \$ 4.00 ea. (for your hand throttles!) Light Emitting Diodes (LEDs) 1.5mm red \$ 0.75 ea.

Small alligator clips packet of 10 \$ 1.00 pkt AMRA car window decals \$ 0.50 ea. affix to inside of back window CORK ballast strips 1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.

1/16" (for N gauge)	1m x 2cm
\$ 0.20 ea. ODDS & ENDS	Donated

by Bruce Lovett HURRY! \$ 2.00 min. Minimum donation to Branch requested SAMPLES ONLY: Genuine Pelton Australian scale coal 150g bag \$ 8.00 ea. Prototype 160mm max. In O, HO & N scale.



From the Blastpipe

Well, we are moving. Not right away, but soon. At the July Special General meeting, the membership passed a motion that AMRA Qld Branch establish clubrooms at our property at 20 Murphy Road, Zillmere.

It was the biggest turnout ever for a meeting with 45 members in attendance. For the committee it was very gratifying that such a large number of members decided that the issue was important enough to come along in person and hear what we had found out in our research into the proposal. The committee was also given permission to investigate and plan the move to Zillmere in the second motion tabled at the special general meeting. Once we come up with a definite plan, it will again be put forward to you the members for your comment. If you have any ideas before then, please put them down on paper and give them to the committee. It's a lot easier for us to go through ideas on paper as we can see exactly what you want to say.

On a different note, we have had a fair number of visitors to the clubrooms in recent weeks. As members we all have a responsibility to welcome these visitors and look after them while they are there. The benefits are twofold, firstly they enjoy their visit and secondly we get a beginners perspective into the hobby. It is always difficult to accept new people into a group, they don't seem to fit in but we have to make an effort to show them what it is that makes this hobby great. But on the other side, don't go overboard and tell them your life story before you find out what sort of person they are. There are some undesirables in the hobby who have caused problems before for other clubs and our own and we would like to make sure that it doesn't happen again.

Even so, we all were visitors and new members once and we all had to rely on someone "hosting" us in the club until we became accepted as one of the regulars. So my best advice to new

members is stick with it. Once we get to know you and you get to know us, you'll find that we are one of the friendliest group of people you will find. It's what makes our club unique. Don't forget we're in this hobby for fun.

Happy Modelling

Tony Weber.
President

Clubroom News

Monthly Gathering Reports

JUNE

This was a show and tell night, proving to be a popular and successful evening as usual. Many members came along with items of interest, these included- Arthur Robinson gave a talk on a new QR concrete trestle bridge design to replace QR's old wooden trestle bridges, many are still on the main electrified lines. The design allows the concrete trestle bridge to be installed in and around the old bridge, the deck clipped into place and minimal disruptions to traffic. The first one to be installed will be on the northern outskirts of Caboolture. Arthur highlighted the easy modelling potential of the structure. Stan Moore showed some interesting slides from the Q.R. Centenary in the mid 60's. Many photos of the A10 and the Beyer Garratt. The A10 No 6 is now back in service, will we see the Garratt run again?

Ted Ward did not disappoint us. With special permission from Ipswich Railway Workshops he dragged along some heavy equipment which shows up cracks in steel castings etc. He explained in detail the problems the railways have with cracks in bogies etc and with much buzzing and humming of the equipment, demonstrated the process. Thank you Ted. Thank you to all members who took part in this successful activity.

JULY

This was a busy meeting. Firstly a special general meeting was conducted to discuss our shift. A most productive

and informative segment. Next, the forthcoming 1994 exhibition was discussed, the 1994 exhibition committee selected. This was followed by the evenings entertainment, the members auction. Most items came from estates recently left to the branch. The apprentice auctioneer, Tony Weber conducted the sale with an enthusiastic approach. Where one was scared to blink lest you ended up with something you didn't really want. A most enjoyable event.

Branch Visit to Union Pacific

Model Railway Club

On Tuesday 10th August around 15 branch members arrived at the U.P. clubrooms at 8p.m. where the U.P. boys were in the process of setting up for a timetable running session. Their clubrooms are underneath a Lawn Bowls Club.

Their extensive HO American layout has recently received some good attention to impressive scenery and other details. The layout is a point to point system joined by a single main line crossing a scenic mountain section with 5 passing loops enroute. The terminal stations are major set ups with extensive shunting opportunities. Both terminals have hidden balloon loops to assist easier train handling when required.

The mainline is divided up into approx 15 sections, these can be selected to any of 6 controllers by rotary switches operated by dispatchers on the slightly elevated control panel. On this evening 2 dispatchers worked the panel, one worked the eastern half of the layout, the other the western half. Train drivers communicated with dispatchers with the use of Tandy 2 watt radio headsets. No train detection was used on the layout other than the drivers reporting their position to the dispatchers.

The club has found prototypical timetable operation a great driving force to the members giving a greater feeling of challenge and achievement. They have used fast clocks in the past,

but have found using real time is a better system and does not encourage speeding and associated problems.

The Union Pacific club made us feel most welcome, and were keen to answer any questions. Their operation session lasted around and hour and a half, followed by a delightful supper and a chit chat.

Notice of

Annual General Meeting

The Queensland Branch of AMRA will have their Annual General Meeting at 7.45pm at the Branch clubrooms at South Brisbane Railway Station on Thursday evening 28th October 1993. Reports from the Committee of Management and election of Officers to take place.

Q.R. DD17 1051 Report

On Tuesday 17th August, QR Ipswich workshops handed over the completely restored 4-6-4 Tank loco, class DD17 No 1051 to the Chief Executive. Resplendent in Blue Livery and gleaming brasswork, it was a sight for all workshops staff to be proud of. In steam days, these locos were known as 'Blue Babies', although some may call 1051 'Thomas' these days. Ted Ward, Qld Branch member, one of the many Tradesmen who took part in the restoration, told how the task lifted the spirits of a depressed workforce who are threatened with an uncertain future and workshops closure. Ted starred on the channel 7 TV news that evening, witnessing 1051 breaking the ribbon as it left the workshops gate. 1051 featured in all TV news that evening.

The QR has a good future planned for 1051, we look forward to seeing the blue baby out and about. The Beyer Garratt 1009 is next to leave the Redbank Museum and taken to Ipswich for attention. All other steam locos are to be also shifted to storage under cover. Perhaps they will also consider restoring the AC16 221a, a favourite with many.

Library News

The branch still has some surplus magazines and books for sale, get them while there hot!

Branch Clinic Report

Following the success of the 1992 clinic at Wavell Heights, the 1993 Clinic was organised at a larger venue at Salisbury. This proved to be another successful event organised by Arthur Hayes and his team. The visitors enjoyed the afternoons activities and have suggested bigger and better things for the next year.

Participants were invited to visit the Qld Branch clubrooms on a running day in early August, many did take up the offer and a successful and enjoyable afternoon was had by all.

Branch Clubroom

Layout Report

Following news of the Branch's move, planning has started as to dismantling the layout. When we first built it, it was designed to more or less come apart, the largest segment 12'6" x 3'. All wiring has been made to be easily disconnected and separated. Black lines on the layout show a suggested separation point for dismantling. Extra running days have been programmed until the move starts.

Ken and Steve continue to test the Automatic Signalling on the main lines, this may be completed by the time you read this. This will allow 2 trains on both tracks.

In moving the layout, we could consider minor changes to the layout, to help it serve us better. There are some minor problems with accessibility and usability of some areas, so put your ideas on paper. Do we need to improve shunting and branch lines activities for instance? Some ideas seen at the UP club may be useful for us.

RNA Report

Warring Geddes' son, Robert, was asked by QR to design and build a building and display for QR at the RNA exhibition, at short notice. Branch members were able to advise Robert on the suitability and availability of the layouts we've built QR in the past. Two layouts were used, both N gauge. The mainline electrification layout was removed from its QLX wagon home for the event and the small layout originally built for QRX were on display. Warring was certainly kept busy helping Robert with setting up, making new rollingstock and manning the display. Don Warn also helped run the layout during the 10 day show. From all reports, the model displays proved popular with visitors.

Timetable Notes

An extra layout running time is now the 2nd Thursday evening of the Month, this leaves the 3rd Saturday as the main time for major layout work activities.

Our Annual modelling competition will be like previous years. Members are encouraged to bring anything they have built from scratch or kit, or kitbashed, modified or repainted. An informal, fun event.

Branch Timetable

September

23rd Thurs 7.45p.m.

Monthly Gathering - Slide & Movie show from Late Keith Wilcox collection.

October

2nd Sat

Layout running afternoon

14th Thurs

Layout running evening

16th Sat

Layout construction afternoon

28th Thurs

Queensland Branch Annual General Meeting

tion

Reports from Committee of Management and elec-

30th Sat

Plus Light entertainment.

Layout running afternoon

November

6th Sat

Layout running afternoon

11th Thurs

Layout running evening

20th Sat

Layout work afternoon

25th Thurs

Monthly Gathering 7.45p.m. Annual Modelling Com-

petition - see notes.

December

4th Sat

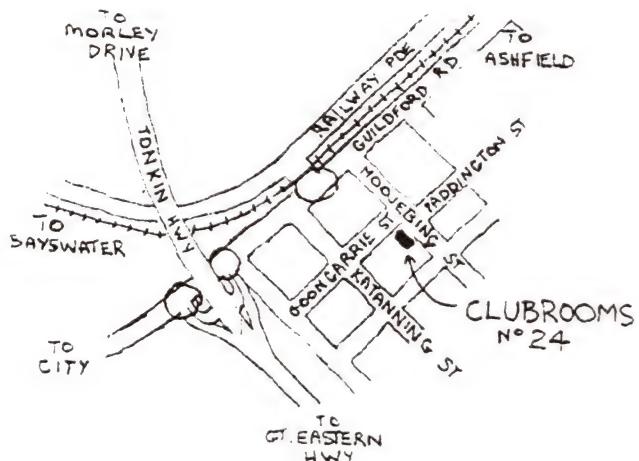
Layout Running afternoon

9th Thurs

Layout running evening

18th Sat

Layout work afternoon



1993 Annual General Meeting

The Annual General Meeting for 1993 was held on 5th July and the major business for this meeting was the election of the Management Committee for 1993/94.

The members of the outgoing Management Committee for 1992/93 were Barry Keens, Alan Porter, Eddie Garforth, Garry Pilmoor, Bob Green, Jim Hidden, Ian Wood and Lionel Boyce (who had retired earlier in the year). I would like to thank all of the above members for their contributions and support during the past year.

The 1993/94 Management Committee comprises:-

Simon Mead	President	276 8745
	Publicity & Promotion	
	Auctions Co-ordinator	
Jim Hidden	Vice President	307 7840
	House Officer ModelRail	
	& Railway Modelling	
	Competition Co-ordinator	
Gary Arcus	Secretary	332 5651
	Library Co-ordinator	
Alan Porter	Treasurer	330 1848
	Branch Registrar Production of "The Branchline"	
Barry Bryant	Committeeman	399 1116
	Layouts Co-ordinator	
'Nobby' Clark	Committeeman	398 1438
	Asst. Library Co-ordinator	
Garry Pilmoor	Committeeman	279 1689
	Sales Co-ordinator	
Tim Shenton	Committeeman	364 6830
	"JOURNAL" Sub-Editor	
Richard Smart	Committeeman	361 9631
	Programme Co-ordinator	

I look forward to working with the new Management Committee during the forthcoming year and I welcome the new members of the Management Committee.

The Western Australian

Branch "Club" Award

The 1993 "Ted Thoday Encouragement Award" for outstanding participation in

Branch activities was presented to this year's recipient, Richard Smart, at the Annual General Meeting. Congratulations, Richard.

1993 Model Railway Exhibition

Unfortunately, other commitments prevented "Simon's Scribblings" being scribbled in time to appear in the last issue of "THE BRANCHLINE". I did, however, want to thank all the members who contributed to making the 1993 Model Railway Exhibition the success it was. I must particularly thank Alan Porter (Exhibition Co-ordinator), Barry Keens (Publicity & Sponsorship), Garry Pilmoor (Catering Liaison) and Pat Alexander (Raffle) for their efforts behind the scenes during the months leading up to the Exhibition.

Simon Mead
President

Extensions to the Clubrooms

At the Annual General Meeting held on Monday, 5th July, Barry Keens successfully proposed three motions regarding a proposal to expand the W.A. Branch's Clubrooms at 24 Moojeebing Street, Bayswater. Their adoption, one with an amendment regarding the need to seek membership approval before actually agreeing to taking on a loan, clears the way for the planning, designing and construction activities (in that order) to proceed.

The Planning Approval for the additions (mentioned in the first of Barry's motions as 'having been requested') has now been granted by the City of Bayswater, subject to the following conditions:-

(a) compliance with the provisions and requirements of the City's District Zoning Scheme - Town Planning Scheme No.21.

(b) compliance with all Health and Building Regulations and ByLaws effective within the City and all requirements of the City's Health and Building Sections.

(c) that we obtain a building licence prior to the commencement of building works.

(d) that the extension be in the same materials and of the same design as the existing building. Details of the existing and proposed materials and colour to be submitted to Council prior to the issue of a building licence.

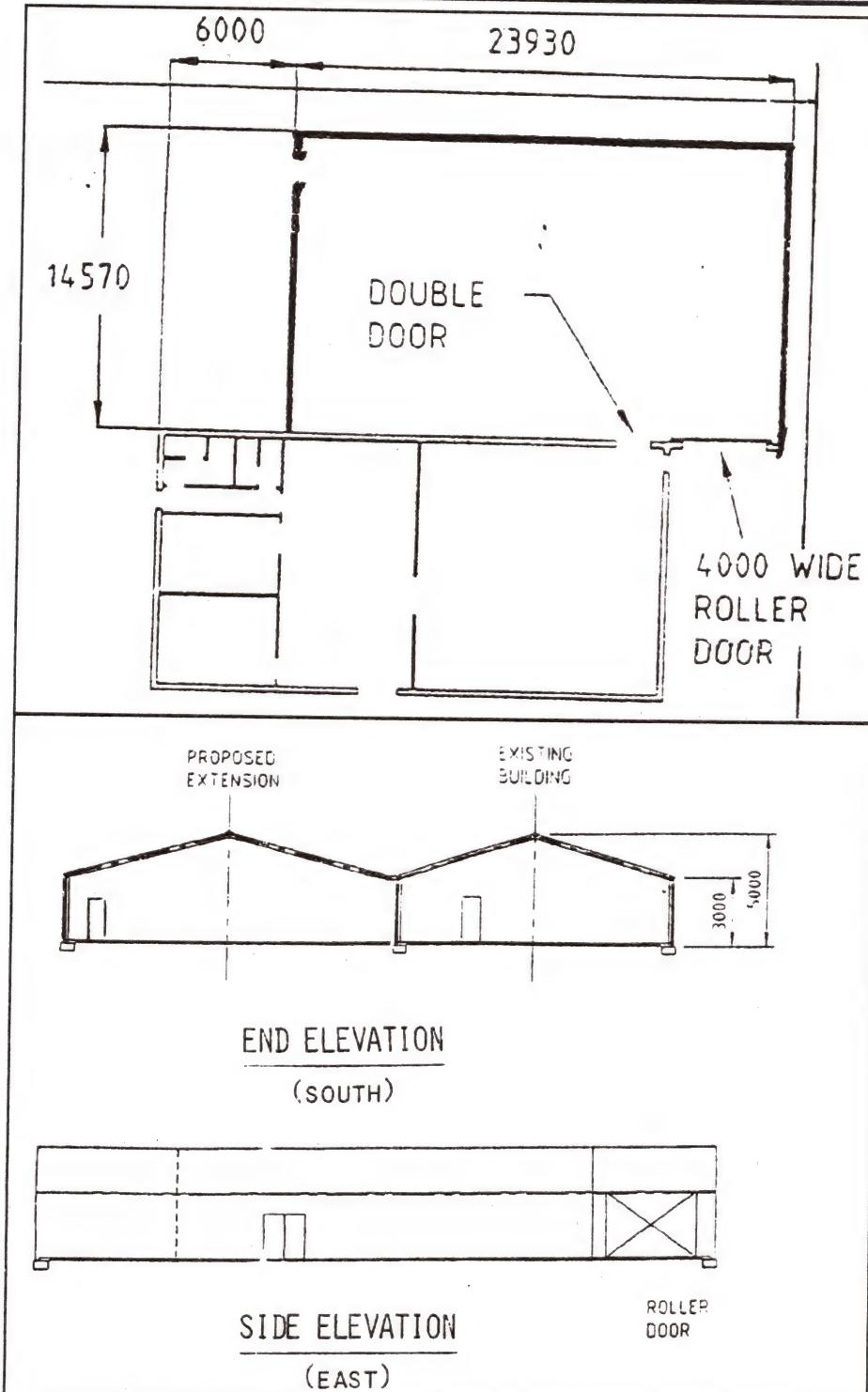
(e) a suitable effluent disposal system to accommodate the proposed development is to be carried out to the satisfaction of Council's Health Department.

(f) the building is to be registered as a public building with the Health Department of the City of Bayswater.

(g) Council is to be fully indemnified against all costs arising from the development.

The proposed extension is described as a "railway layout and general storage area" and measures 23.930 metres in length and 14.57 metres in depth, i.e. nearly 350 sq. metres of additional space for the storage of the Branch's layouts and other equipment, such as the growing pile of barricading piping and fittings. There will be a double door opening between the existing Layouts Room and Workshop (which has an area of about 144 sq. metres) and an external roller door to enable easier loading up and unloading of barricading onto and from the vehicles used for transportation to and from exhibition venues. There is no proposal to enlarge the Meeting Room into the additional space but it is expected that after the transfer of the Branch's equipment currently stored in and around the present Store Room to the new facility, there might be the opportunity to put a connecting doorway from the present Library Room and so 'de-bottleneck' this room considerably.

The proposed addition to the existing building will be behind the existing building and 'offset' by about 6 metres towards the Ashfield Smash building to our north. The Plan and Elevations (from the south and from the east) are shown on the next page.



Although Barry Keens is no longer a member of the Branch's Management Committee, he has 'organised' John Ellis to prepare the necessary structural and other working drawings to enable a Building Licence to be obtained at the appropriate time. The construction of the extension is proposed to be of steel portal frames, infilled with double brick walls, a steel, insulated roof with ridge vent and concrete floor to match the existing structure. One problem already foreseen is that the Midland Brick Company's "Hawaiian Mexicut" face bricks which were used for the present building are a discontinued line.

It is difficult to forecast when a Building Licence will be obtained and when actual construction activities will

commence. Clearly, one factor in this is the estimated cost of the extension and the Branch's cash reserves. However, the Planning Approval has a 'life' of twelve months during which development should have 'substantially commenced', so we can't 'sit around twiddling our thumbs.'

Is there anyone out there who has some experience in the supervision of building contracts who would like to take on the job of "Project Manager"? Barry Keens, who's done it before, is not available this time round and, in any case, has already done more than his share with the behind the scenes activities which have resulted in us having the Planning Approval already.

Alan Porter
for the Management Committee

Around the Layouts

For those members who don't know me, let me introduce your new Layouts Co-ordinator, Barry Bryant, a relatively new member, having returned to the Association after a gap of about six years. I am a modeller in 'N' scale and have not been to many general Branch meetings since my rejoining the Association - this I hope to correct. Please make a point of introducing yourself to me if you have any comments or if you wish to talk about the Branch's layouts.

Talking of the layouts, we do have some changes in 'gaffers'.

"HALTWHISTLE" ('OO' scale).

Alan Higgs, the previous 'gaffer' has decided to spend some more time working on his own layout and has relinquished his 'gaffership'. Ken Hatcher has kindly accepted the invitation to step into Alan's shoes, so if there are any problems with "Haltwhistle", please speak to Ken in the first instance. In reading through previous 'Around the Layouts' articles, there appears to have been problems with members gaining access to operate their trains on "Haltwhistle" and with some members treating the layout in a not-too-kind way. My recent visits saw the layout working well with no problems - let's hope that the message has sunk in and that Ian's threats of drastic surgery to members' arms below the elbow has had the desired effect. It must however be emphasised that we must all look after this layout and its stock, and if damage is occurring, then restrictions on its use may have to be implemented. Before leaving "Haltwhistle", there are a few problems with damaged scenery and track irregularities which are starting to show up, so we should be starting to think about closing the layout for a meeting or two and getting down to some maintenance. I will leave that in Ken's hands.

"West-N-Trak" ('N' scale).

Geoff Bell is another member whose other commitments, this time work, prevent him from continuing as 'N' scale layout 'gaffer'. Ian Wood had kindly taken over this role and it is good to have Ian's assistance at Branch and Special Interest Group meeting nights until I learn the ropes. The initial topic night went off very well and I, for one, look forward to future meetings of this type. The forward programme that Ian has worked out for these topic nights is as follows:

Friday, 6th August "Fitting Kadee Couplers to 'N' scale Rolling Stock", presented by Ian Wood

Friday, 3rd September "Maintenance of 'N' scale Rolling Stock", in particular, the Branch's own rolling stock.

Friday, 1st October "Building Kit Construction", a group activity on

members' own scratch built structures or proprietary kits.

Friday, 5th November "Controllers for 'N' scale".

Hopefully these meetings will encourage more members to attend.

The layout is working very well, except for occasional short circuits, which will have to be found and eliminated.

"EBFORD REGIS" ('O' scale).

This layout is back from the Exhibition and fully reassembled. Dennis Ling and the boys are busy 'Playing Trains' as Dennis puts it, running the layout fairly intensively in an effort to identify all the gremlins and 'bugs' and get rid of them before continuing with the task of completing the trackwork and the scenery ready for the next time that it is exhibited. After listening to the number of times that the warning buzzer sounded at a recent Saturday meeting, they still have a few 'bugs' to get rid of!

Student and Young Family

Member Modellers

As will be seen later in the Branch Notes, the Student Member and young Family Member Modellers are once again getting back into the swing of their layout. A meeting has been called to work out the next stage of the project and I encourage all Student Members and young Family members to attend. Their aim is to get the layout up and running and ready for the 1994 Model Railway Exhibition and I hope that as many Senior Members as possible will support and assist our younger members with their objective. After all, the future of this Branch will be in the hands of these modellers in the years to come.

Barry Bryant
Layouts Co-ordinator

New Government Railway in

Perth

The Western Australian Government has opened a new railway in East Perth.

This short (about 8 metres), narrow gauge (9 millimetres) line is a bit small for passengers but it operates a mineral freight through some impressive scenery.

The line is on the ground floor display area of the Department of Minerals and Energy at the corner of Adelaide Terrace and Plain Street. It represents four scenes as it wraps around a column and the observer sees it move from a Pilbara scene to a quarry to town and factory scenes. The aim of the model is to represent different mining scenes.

Modellers will be impressed by some excellent scenery, especially the

Pilbara, and the detail work on the rolling stock and locomotives to bring them into Westrail colours. I have a suspicion that the locomotive is not quite one which appears on a Westrail roster (maybe a Dash 8) but this does not detract from a great model in a highly visible location.

Well done by the Department of Minerals and Energy and its art staff.

Gary Arcus

Library Notes

The members of the newly elected Management Committee for 1993-94 met for the first time in mid July and 'drew straws' for the allocation of the task 'portfolios' not covered by the Branch's Constitution. Among these was "Library Co-ordinator" and 'Nobby' Clark and I are now looking after this important area of the Branch's activities. The Library is one of the W.A. Branch's great assets and it is our aim to maintain and to improve on the work carried out by previous Library Co-ordinators and Management Committees.

Broadly speaking, 'Nobby' will operate the day-to-day side of the Library 'portfolio' such as recording borrowings and returns, maintaining general standards of tidiness and order on the Library shelves, etc., while I will concentrate on the 'behind the scenes' tasks such as classification of new acquisitions, consideration of the merits of possible purchases, etc. and, of course, I will attend to 'day-to-day' tasks in the absence of 'Nobby'. If neither of us is present, the Duty Officer will, as in the past, document borrowings and returns.

New eyes see things in a new way and we hope to streamline some of the administration of the Library in the next few months. Despite this, the operation should be 'as usual' for users of the Library and hopefully a faster system developed for recording of borrowings.

A longer term issue is the Book Classification System, which is starting to be stretched a bit in some sections by too many items. For example, the '100' sub-section of the 'P' category ("Prototype Locomotives & Rolling Stock") now contains over ninety items and will probably go 'over the ton' by Christmas. The aim here (and in other sections) will be to expand gracefully without altering the basic classification structure which is well known.

Too much of a good thing is a problem overall for the Library as members who attend the Clubrooms will know. Unfortunately, the solution to this will have to await more space becoming available to the Library after building extensions but in the meantime we will have to find ways of making more space, perhaps by putting some of the less used items into archive storage; where this archive storage space will be found is another question!

Another area for scrutiny will be OVERDUE books, magazines and videos, not only because overdue returns limit the opportunities for other members to use and enjoy the Library facilities but there is also the greater possibility of loss of or damage to the items while they are away from the Clubrooms.

Finally, a thank you to those who have donated books and magazines over the past year and perhaps not had their generosity noted in print in "THE BRANCHLINE" and "Journal". Peter Sapte provided the usual 'flight and bedtime' reading of current issue magazines after his recent, biannual visit from U.K. and we have received some good items from Ted Thoday and from a non-member, Ron Dyer, who has donated some good books in the past and as a result of moving house recently, has now donated many, many more books - thanks muchly, Ron!

Some donated material is still to be catalogued - more details of donations in the next issue. If you do drop some donations in to the Library, please make sure that you include a note saying who they're from so that we can record your name inside the donated items and that we can say 'thank you' to you.

Gary Arcus
Library Co-ordinator

How I Got Into Model Railways

by Tony Gray

It all started when I was twelve years old and I went to a friend's house. At one end of his large bedroom was a Hornby Dublo train layout, about twelve feet by four feet in size. Well, I thought it was large as I slept on the back verandah of my grandmother's house! I used to spend most of my weekends there for about two years. This was in 1949-1950.

When I left school in 1952, I got interested in model aeroplanes. This lasted for a while but with all the crashing and rebuilding them, I found it was too expensive to keep going. I did a lot of bike riding (like BMX today) with friends on vacant blocks and alongside of the railway line.

Then I found other interests, like girls and then cars, which lasted until I got married. Work was hard to find, so I joined the Army and after training I went to Melbourne to live. While I was there I became interested in trains again.

The local newsagent had trains displayed in his shop, a lot of Lone Star 'OO' trains that you could push around. So, I started with these on the kitchen table at first but then put the track on a sheet of ply. Then, I found a shop in town called 'Model Dockyard', with miles of trains - there were Hornby Dublo, Tri-ang, U.S.A. brass Tenshodo, P.F.M. and European brands like Fleischmann and Marklin in 'TT', 'HO' and 'O' gauges.

After a few months, pushing the Lone Star trains around didn't seem good enough for me, so back to 'Model Dockyard' to see what else I would like to try. I thought Tri-ang 'TT' gauge would be good, as its size was right for someone living in a flat with only the kitchen table size to fit it on and only the old sheet of ply 6' x 3' to use.

I bought a Tri-ang 'TT' set and a transformer and when I got it home, I set it up on the table and watched it run round and round without pushing it around. Over the next twelve months, I added more track, points and trains to it until I had two loops of track and sidings with a station in all this beautiful scenery, all on the kitchen table size board.

After a while, I became more interested in the American style of trains instead of British trains, because the steam locomotives are very big and the diesels are streamlined to match the coaches. I sold off the Tri-ang 'TT' trains and bought 'HO' gauge - an Athearn F7A with HiFi Drive (rubber bands) and caboose together with same freight cars, all from 'Model Dockyard'.

By this time, I had moved into a house and had a spare bedroom where I built my first layout, 9' x 6', with track going around it twice, under and over itself. Now I had to make some scenery on it. I had been told about papier mache and paint on wood supports with flywire and plaster to form an opening underneath for a tunnel. My first bridge was an Airfix model kit to go over the track.

After a year, the bedroom was needed when we had another baby. I then planned a layout to go around the lounge room walls but the petticoat government put her foot down. No layout until I could find a shed for the back yard. It took six months to find an old, cheap, wooden shed, 12' x 8' with floor. As soon as the shed was up, I built a layout around the walls, with a 'duck under' at the door.

With two loops of track around the shed and me standing in the middle, feeling giddy following the trains around, I soon found that I needed more room. There was an old outside toilet in the yard, so I pulled it down and used the side walls on the end walls of the shed and moving the side wall with the door in it, out to the ends of the toilet walls, then adding the floor and roof,

making the shed 12' x 13' in size. I then built the layout around three walls and kept the back section in place, as it had the station and yards on it.

This layout lasted for several years with some changes to it but only some scenery was added in case I wanted to change it again.

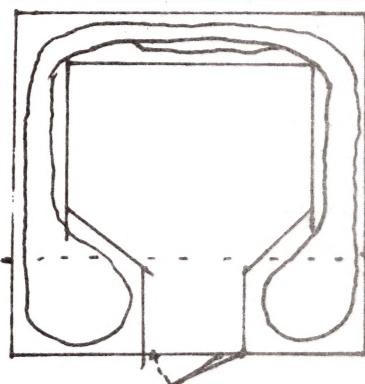
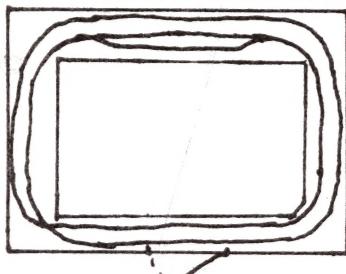
In 1968, the Army posted me to New Guinea for three years and while I was up there, all I set up was a 8' x 4' board with a loop of track on it.

In one of the shops, I found a Rivarossi train set with an 0-4-0 locomotive and freight cars. The set was cheap, about half the price of the same locomotive alone in Australia. I asked the shop owner if he could get more Rivarossi trains in for me but he said "No, go and see the importer". He told me where the shop was. I went to the importer with my Rivarossi catalogue to ask about some locomotives and how much. He said "a minimum order is \$100 or more." I thought the locomotives would be more than that. He gave me a price list to take home and work out what I wanted from it. When I looked at the prices, I found I had to

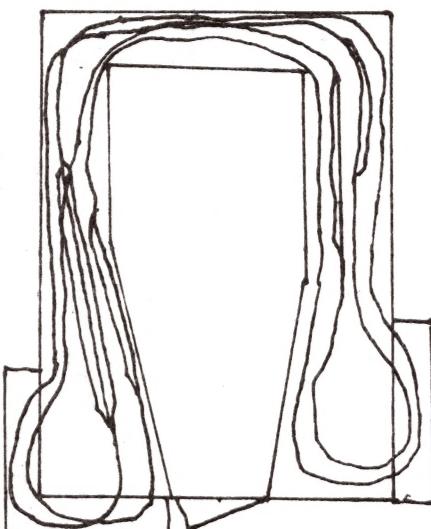
buy six locomotives to reach more than \$100. I bought a 'Big Boy' 4-8-8-4, Y6b 2-8-8-2, two 2-10-2s and two 2-8-4s, which came to \$114.00 plus postage. In my next order, I bought more locomotives and coaches in 'HO' scale and a lot of 'N' scale trains. The 'N' scale was for a shop to display at Christmas time. This shop had a layout over Christmas for the previous Christmas from Queensland with an operator for two weeks.

I ordered the trains in June, having been told it would take two months to arrive in Port Moresby, but all good things don't work out - the trains arrived in the middle of January! Luckily, I had not made a firm arrangement with the shop for the display over Christmas for I left New Guinea about two months after placing the order and returned to Perth.

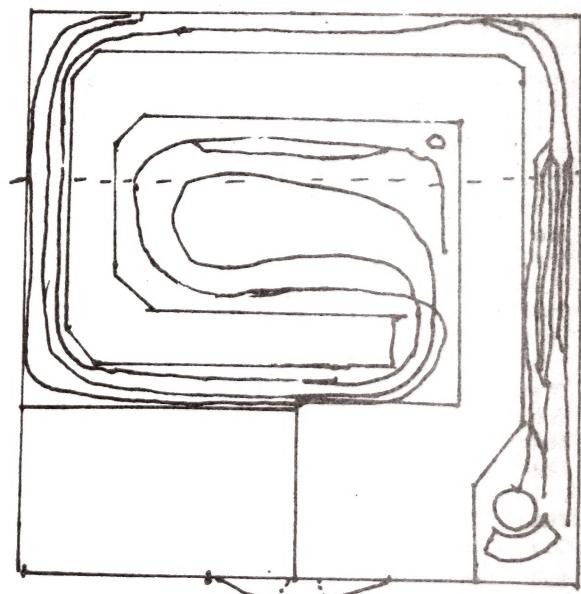
Once settled here, I looked around for all the hobby shops and clubs that were available. When I met Geoff Pearson in his shop, he told me he was trying to get a club going - this was in 1972. A couple of months later, he said "I have a group of modellers to meet



MY FIRST SHED.....AND WHEN ADDED TO



THE SHED IN WEST
LEEDERVILLE



THE CURRENT GARAGE NOW
WAITING FOR THE LAYOUT

next week to form a club". We met in a church hall. I went to the meeting and that's when the Western Australian Branch of the Australian Model Railway Association was formed.

By now, I had my own house and I decided to build a layout. I got hold of an old wooden shed, 17' x 12' in size. I built a layout with too many tunnels - the train would no sooner come out of a tunnel to pass through a town and then back into another tunnel. After a while, I found I was listening to the trains instead of watching them! I thought "I have to start again. The shed has the door at one end. This time I'll go round three walls in a horseshoe shape layout." The space between the wall and door was not big enough for the curves I wanted, so I cut holes in the walls and went outside and back in again.

Easter was coming up and I said to my friend Geoff Cooper "I'm going to build a new layout." We started to pull down the old layout on the Thursday night and on Good Friday we started the frame work and by Easter Monday night, we ran our first train around, with temporary wiring, to test the track.

When A.M.R.A. got a lot of relays in, Geoff and I thought we could make use of them. Geoff designed a signalling system on the layout using these relays. The layout had four stations on it, which gave it fourteen sections for signals to control it in both directions. It took 130 relays and diodes to control the trains with two operators and a despatcher.

After two years, I decided I wanted a bigger layout, so I designed a layout and then intended to build a shed to fit it, instead of a layout to fit the shed. I started to build the main station with big yards, locomotive turntable and roundhouse. It is 24' x 3' in 8 modules and it was shown at the 1979 Model Railway Exhibition.

I had joined the West Australian Model Railway Club in 1982 but, at home, still no shed after a few more years. So, in 1985, I decided to sell the house in West Leederville and find another with a big shed or garage already there. I found one, with a garage sized 25' X 20'. After lining the walls and installing benches to take the car, tools and parts, it took 12' X 8'6" off the front corner. I decided to add another 8' to the back of the garage to give me 25' x 19'6" of room with one wall 28' long on one side to fit my already built, main station in.

Since 1985, I have been busy with the West Australian Model Railway Club helping to build a new layout there for displaying at Show time and modify and rebuild the layout each year since. So, until now I still have not built my layout or enlarged the garage for it. If only there were more hours in the day, more days in the week, more weeks in the year, more years in a lifetime.....

The diagrams on the previous page trace the various sheds and garages I've had and the various layouts I've built or hope to build.

Membership Matters

Membership of the Branch continues to rise steadily, for there were another eight persons living in Western Australia who have joined the Association since the last issue who are therefore automatically also members of the W.A. Branch. They are

John DAVIES	Lesmurdie	'O'
Ian HISLOP	Alexander Heights	'N'
Brian HUNTER	Dalwallinu	'O'
Les JAHN	Thornlie	'N' British
Neil LANTERNIER	Ballajura	16.5mm gge British
Mark & Chris MILLER		
Greenwood		'N' & 'Z'
Michael ROSE	Thornlie	'HO'-'OO'

We welcome them all 'aboard' and hope that their membership of the Association and of the Western Australian Branch, in particular, will be both fruitful and enjoyable.

The eight new members bring the Branch membership up to 349.

The August issue of "Journal" contained a Subscription Renewal Form for all members (except those in the Western Australian Branch who have joined since 5th June 1992).

As usual, the W.A. Branch will provide the facility for paying the subscription renewals locally and those members intending to utilise this facility should remember to bring the Renewal Form with them to the Clubrooms if intending to pay there by cheque or in cash. Similarly, the Renewal Form should be included with your cheque or Money Order if renewing through the mail to our Post Office Box.

Please do not leave renewal to the last moment - if you have not renewed your membership by 31st October, the Federal Committee of Management will deem you to have resigned and if you want to rejoin after that date, you will also have to pay \$4.00 Rejoining Fee in addition to the annual membership subscription. A few members have already sent in their 1993-94 membership renewal subscriptions even though the Renewal Forms have not been issued! We were able to find a few of last year's Forms to satisfy the 'paperwork'.

If you are not intending to renew your membership of the Association, the Federal Registrar (and we) would like to be advised of this formally and, if possible, an indication of why. There would no coercion to make you reconsider but a frank statement of a former member's dissatisfaction will make us look at what we're doing and perhaps then try to do it better!

Alan Porter
Branch Registrar

1993 Railway Modelling Competition

The RAILWAY MODELLING COMPETITION is open to ALL MODELLERS whether they be members of A.M.R.A. or not. Entry forms for the Competition are available in the main hobby shops, from the Secretaries of other model railways clubs and by application to the Competition Co-ordinator at P.O. Box 60, Maylands, W.A., 6051.

To cover administrative overheads, there will be a fee of \$2.00 per person entering the Competition, regardless of how many models he/she enters. The fee should accompany the Entry Form/s when returned to the Competition Co-ordinator.

Subject to there being sufficient models entered by sufficient modellers, there will be categories for:-

LOCOMOTIVES

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-run proprietary

ROLLING STOCK

- Scratch-built
- Kit-built, with or without modifications
- Modified ready-to-run proprietary

STRUCTURES

- Scratch-built
(incl. road vehicles)
- Kit-built, with or without modifications

DIOROMAS

Trophies will be awarded in all Categories, provided that there are sufficient models entered by sufficient modellers in each category. There will be a special award, "THE OSSIE GULLY CUP", for the best model over all categories, as well as trophies for:-

(a) the best model, over all categories, entered by a junior modeller (defined as 'under 16 years of age').

(b) the best model, over all categories, of a Western Australian prototype.

Entries will be required to be delivered to the venue for the Competition, the A.M.R.A., W.A. Branch Clubrooms, at 24 Moojebing Street, Bayswater, between 10.00 and 11.00am on Saturday, 6th November

The presentation of the trophies will take place on the afternoon of Sunday, 7th November, during "ModelRail '93", which is to be held in the same venue. The time for the presentation of trophies will be 4.00pm.

Details of the judging system to be used are available for the guidance of modellers. These, plus the Rules for the Competition, are available as part of the Entry Form, which can be obtained from the sources mentioned above.

Jim Hidden
1993 Railway Modelling Competition Co-ordinator

Letter to "The Branchline"

Editor

Dear Alan,

I write regarding your article "PAINT YOUR WAGON (& OTHER THINGS TOO!)" in the June issue of "THE BRANCHLINE", where you review Badger's ACCUflex paints and the problem you had with the colour BRUNSWICK GREEN.

Being a student and modeller of the Pennsylvania Railroad (PRR) circa 1950-60, I can confidently state that the Pennsy painted its modern steam power and freight diesels BRUNSWICK GREEN. this colour was a very dark green, which when new appeared to be almost black and weathered to a dark olive tone.

As the late Gordon Odegard wrote in the July 1980 issue of "Model Railroader" (MR):

"In 1946 the Pennsylvania RR furnished MR with their standard company color scheme and, indeed, PRR steam locomotives were green. It was a very dark Brunswick Green and, except under close inspection, it looked black."

Similarly, Robert J. Yamosey writes in "Pennsy Diesel Years" Vol.3 of:

"spartan, almost black Brunswick Green" when referring to the colour of PRR diesels.

In your review, you suggest that the colour (should that read 'color'?) range of ACCU-flex is basically aimed at the U.S. orientated modellers. Being such an orientated modeller, I believe that Badger's BRUNSWICK GREEN is an excellent reproduction of the PENNSY locomotive enamel and I will be using the same to spray the next batch of diesels to come out of the shops.

As a final aside, it is interesting to note that painting steam locomotives Brunswick Green (albeit in different shades) was not the only thing "a minor railway in the west of England and Wales" had in common with the PRR. They also both had penchants for exquisitely engineered mainlines, Belpaire boilers and "standardisation", to name but a few of the commonalities.

John Miller.

Ebford Regis

Well, the 1993 Model Railway Exhibition has passed into history. We did get "Ebford Regis" to the Exhibition and I would like to thank all members of the 'O' scale group - they worked very hard to get it there. It looked very good; we received quite a number of very complimentary remarks about how realistic it looked. The running, however, was not so good; we had quite a collection of problems, which we eventually overcame and we managed to keep trains running for much of the time, and often running in a prototypical manner.

We in the 'O' scale group are well aware of many of the layout's shortcom-

ings. Now that the layout is once again set up in running order, we are running it intensively (it's called "playing trains"!) to locate and identify faults in the electrics, the track and the rolling stock. When we have corrected the track as far as we can, we will begin correcting the Branch's rolling stock and when that is done, we shall be checking the rolling stock belonging to members.

For the record, I will repeat what I said in "THE BRANCHLINE" some twelve months ago.....

Anyone can run their 'O' scale rolling stock or locomotives on "Ebford Regis" provided

(i) they can comfortably negotiate our end curves of 4'6" radius (54" or 1372mm)

(ii) they can fit inside our loading gauge of 14' x 10' (at 7mm/ft scale, 98mm x 70mm) on the straight track

(iii) the wheelsets conform to Gauge O Guild fine scale standards

(iv) the locomotives are wired to run in 'the standard direction'.

Copies of the relevant standards are available from me at most Branch meetings.

(Yes, I know - I didn't mention correcting any electrical faults they tend to happen from time to time and naturally they will be attended to as they arise)

Dennis Ling
'O' scale 'Gaffer'

LMS Modellers

Notes from a meeting of a group with an interest in the LMS scene, held at the W.A. Branch Clubrooms of A.M.R.A. at 24 Moojebing Street on 25th June 1993.

Attended by Neil Blinco, Vince Falconer, Barry Keens, Barry Pearce and Alan Porter. Apologies were received from Paddy Alcosk and Colin Sherlock.

The meeting had been called at the request of Barry Pearce to see what interest there was in forming a Special Interest Group and its possible aims relating to the London, Midland & Scottish Railway, its forebears and successors, including BR(LM). All those attending or offering apologies are members of A.M.R.A. and two are also members of the British Railway Modellers of Australia.

A pleasant discussion took place and the following represent the main points agreed.

(i) there was sufficient initial interest to form a Special Interest Group relating to the LMS, its forebears and its successors.

(ii) structured meetings would be held on a monthly basis, with an emphasis on participation by all attending.

(iii) preparation of static displays for exhibition would be one of the aims of the Special Interest Group.

(iv) building of a working layout was not an initial aim.

(v) a directory of the printed and

electronic (video and audio) resource material held by members of the Special Interest Group would be established.

(vi) particular attention would be paid to the MODELLING of LMS structures, as well as the MODELLING of rolling stock, locomotives and signalling, etc..

(vii) the group would be termed "LMS Modellers of W.A.".

(viii) the "LMS Modellers of W.A." would be a special interest group within the Western Australian Branch of A.M.R.A. and would request the use of the Branch's Clubrooms for meeting on the Wednesday following the first Monday of each month. However, membership of A.M.R.A. would not be a prerequisite to be a member of "LMS Modellers of W.A.".

The Management Committee of the W.A. Branch of A.M.R.A. has agreed to the "LMS Modellers of W.A." being a Special Interest Group within the Branch and that the meetings of the Group may be held in the Branch's Clubrooms on the desired evenings.

The first three meetings have been planned, as follows:-

Wednesday 4th August "On Seeing Red" (after becoming marooned in a crimson lake) - short talk with slides and discussion.

Wednesday 8th September "A Little Enlightenment - Loco and other lamps"

Wednesday 6th October "Signals - a Trip to the Top".

Future topics to be covered include "LMS Ferries" and "The Midland Railway".

In addition to the planned programme, members will be preparing resource references and, hopefully, bringing items of interest for discussion.

All interested parties are welcome.

Barry Keens
(scribe)

Concerning Student and

Young Family Members

In the August 1992 issue of "THE BRANCHLINE", the call was sent out for Student and young Family Members of the Association to attend a meeting to discuss ideas for the design, construction and operation of a model railway, to be constructed entirely by members under the age of 19.

The attendance wasn't as good as expected and it seems that more interest in this layout is needed to have it up and running for the 1994 Model Railway Exhibition, as had been the original hope and plan.

This layout is 'freelance', so it will cater for a variety of interests. It will be made in modular sections for more interest and to enable changes to be made and so look different each time it is exhibited. Be reminded that, although this model railway will be made

to 16.5m gauge standards, this doesn't prevent modellers in other scales and on other gauges from helping to build this layout and, if their equipment is to 16.5mm gauge, operating this layout.

A second meeting to discuss the master plan for preparing this layout for the 1994 Exhibition will be held at the Branch Clubrooms on Saturday, 7th August for all interested Student and young Family Members. Remember that those Members who help with the design and the construction of this layout will be the ones who will have first choice of operating it at the 1994 Model Railway Exhibition.

Matthew Turner
Young Members' Layout 'Gaffer'

A New Dimension in Sound

Many members have, I am sure, spent many pleasant hours listening to the records and cassettes of British steam locomotive sounds recorded by Peter Handford. Well, some of these recordings have come of age recently and have started to appear in Compact Disc format. I have just purchased two CDs currently available, "The Age of Steam" and "Impressions of Steam", and have to report that they are excellent.

They are a mixture of previously unpublished recordings and of tracks that have been taken from existing 12" LP records and cassettes. A number of these LP records I have, and when you compare the different mediums, it is like comparing chalk with cheese! The CD versions are far crisper and clearer, with much less background noise, and this together with the functionality of the CD format makes these CDs a recommended purchase.

Tracks featured include such locations as the Lickey Incline, Basingstoke, Princes Risborough, Shap and the Settle & Carlisle, with all tracks being in Stereo. As with all CDs the front cover slides out and is actually a small booklet which gives detailed notes on the various tracks.

Barry Bryant

Have You Seen?

"Model Railways" April

Model railway helps rehabilitate young offenders. A compact running-in and testing rig for loco chassis. MSE's latest release a kit for NER (ex Hull and Barnsley) horsebox in both 4mm and 7mm. Denys Brownlee's exquisite 2mm fine scale models described and illustrated. Imrex preview. Philip George describes his 4mm scale EM gauge GWR layout. Karen Grantham continues her series on painting and weathering. Final article in Peter Wright's series on soldering. Kit building the Class K3s continues. Two scratch built GWR bogie vans in 7mm scale. The final article on the

Kingsbury branch. The shunting puzzle. Close coupling in 'N' gauge.

"Model Railways" May

Forthcoming kits for 3 LNER Pacifics by two different manufacturers in 4 and 7mm. Farish's Class 159 Sprinter in 'N' gauge. Holders of a Virgin Airlines Atlantic Upper Class ticket are in for a surprise at London Heathrow Terminal Three. An operating 7mm scale layout, plus a number of other things to keep the waiting flyer occupied. Four models of SR 'Leader' locomotives described. Meet some ladies who run some well known hobby shops. Philip Day describes his 'It's a small, small world' layout. The Class K3 kit building series continues. Some thoughts on a beginner's tool kit. Some show stopping animated dioramas described. Bob Essery shows how one of the most popular layout themes would have been run in real life. Constructing locos and rolling stock to 20:1 scale from matches. The shunting puzzle.

"Railway Modeller" April

Railway of the month is Lambourn in 4mm scale. The Eurotunnel Exhibition Centre's 'N' scale model of the Channel Tunnel terminal. Swn-y-Mor, an LNER layout in 4mm scale by the North Gwent Railway Modellers. Mike Sharman describes some of his 'oddball' 19th century locomotives modelled in 4mm scale. Ambleforth, an 'OO' layout in the diesel era. The garden railway year - April. The final part of constructing the 'N' gauge layout Upper Storey. Penrhyn/Festiniog Railway Hunslet 0-4-0ST described, photographs, drawings and information. A pullout insert for the 2968 Stanier Mogul fund gives a brief history and proposed future of the locomotive and seeks donations. A quayside layout in 009 described. LNER articulated tourist stock modelled. East Brent layout revisited. Final part of the Clifton College Prep. School layout story. Student modeller describes the electrics on Stonebridge. Scratchbuilding narrow gauge rolling stock. Latest Reviews looks at 7mm scale loco shed kit, a corner grocers in 4mm scale. Grafars LMS Crab loco in 'N' scale. Pearse locomotives 16mm scale live steam narrow gauge locos. Lima limited run Class 50 in 4mm scale. Bachmann's SR Lord Nelson in 4mm scale. Dave Lowery's trackside detail parts and Howard Scenics latest card sheets for brick, tile and sets.

"Railway Modeller" May

Railway of the Month is Leaway Park 'OO' gauge layout of the Exford Gricer's Society. Irish prototypes in 7mm scale described. The garden railway year - May. Coalport - a period LNWR layout in 4mm scale. Using

Micro-Miniature 1.5v lamps to light up a bridge (spectacular). Credibility Gap, Mike Sharman's 4mm scale layout set in the 19th century. Converting the Grafar Midland 4P into an SR Ll 4-4-0. Modelling a colliery, a prototype and model based on it described. Isle of Man Railway 2-4-0T photograph, drawings and information. Converting Lima 7mm scale coaches into DMUs. Clarbeston Road (GWR), a modeller's inspiration. Upgrading Bachmann's LNER V2 locomotive with a Branchlines chassis and additional detailing. Student modeller converts Playmobil wagons in 'G' scale. A layout plan based on sectional track with a terminus and through station plus goods facilities. Latest Reviews looks at Farish Class 159, 4mm scale bridges from Townstreet, 4mm scale construction plant, 7mm scale wagons, Wills outside gents toilet kit.

"Model Railway Journal" No. 62

Construction review of Parkside BR Ply Sided Van kit. Small Suppliers Forum looks at Brassmasters latest kit additions, the LMS 'Jubilee' and 'Black 5' 4-6-0s. Information on 4mm scale road vehicle kits. London Road Models lost wax hornguides and bearings, a miniature 5v tubular lamp. Wanborough Camp modelled in 4mm/P4. Concrete lineside huts described with photographs, drawings and words. Roundfield Engineering's NER diagram C10 wagon kit reviewed. Iain Rice takes the Mainline/Replica 57xx body and marries it to a Perseverance chassis kit, then adds masses of detail.

"Model railway Journal" No. 63

Philip Harvey describes the layout he has built over the past 30 years (the detailing has to be seen). Brief descriptions of the latest locomotives constructed for Pendon museum. Construction review of Vulcan Models 7mm scale kit for LBSCR AIX 0-6-0T. Monty Wells summarises the many detail variations of the Class 47 and its subclasses, includes drawings and detail photographs. Small Suppliers Forum looks at 2mm scale 'Bilteezi' sheets. Branchlines 'Power Planning Pack', more cast resin scratchbuilder parts from Jigsawbits, 7mm scale Motor/gearbox unit, a resistance soldering unit.

NOTE: Branchlines Power Planning Pack is described as a complete guide to the many permutations of motor and gearboxes allowing the modeller to overlay them on a loco drawing to see which will fit. Appears to be an essential addition to the loco builder's reference material.

Extracts supplied by Ted Thoday

due to space limitations, some are held over until next issue)